CORRIDORS OF THE FUTURE
PHASE II APPLICATION

SECTION 3: CLEAR PATH TO SUCCESS

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As stated in the **Introduction**, Missouri, Illinois, Indiana, and Ohio DOTs have only been working together on this concept for approximately one year. Their first discussion was at the Mississippi Valley AASHTO Conference in 2005. The truck-only lanes (TOLs) project is in its initial development stages. The first activities needed to move this Corridor Coalition and project ahead will be to formalize the Coalition relationships and Corridor development management approach; to actively inform and engage the public and elected officials in discussions about TOLs and approaches to their financing; to initiate detailed feasibility studies for the Corridor; to advance needed legislative changes; and to evaluate realistic, feasible and innovative financing options for the project.

It is significant to note the speed and cooperation in preparing this Phase 2 Corridor of the Future Program (CFP) Application is a demonstration of the commitment of the Missouri, Illinois, Indiana and Ohio DOTs to advance the project as swiftly as possible. This level of commitment and ability of the four state DOTs to quickly reach consensus and work together for a common goal will continue as the project moves ahead.

The speed and cooperation in preparing this Phase 2 CFP Application is a demonstration of the commitment of the Missouri, Illinois, Indiana and Ohio DOTs to advance the project as swiftly as possible.

Initial steps have begun to inform and solicit cooperation from the Metropolitan Planning Organizations (MPOs), other public and business stakeholder organizations along the Corridor, and neighboring state DOTs. As the project becomes a reality, additional outreach and education will take place.

The American Transportation Research Institute (ATRI), the research arm of the American Trucking Associations (ATA) Federation, has been a contributor to this application. As the project becomes a reality, additional outreach and education with the trucking industry and trucking dependent businesses will continue.

ATRI has been a participant in developing this application.

As soon as the proposed I-70 TOLs project is selected and designated as a Corridor of the Future, the Missouri, Illinois, Indiana and Ohio DOTs will use the time line and priorities presented in this section as an action plan to move the project ahead.

Section 3: Clear Path to Success describes the actions that the Coalition and state DOTs will advance to move the vision to a reality. It includes a description of:

1) Management, administrative and planning actions needed to advance the Corridor Coalition and project:
   a. Formalize the Coalition,
   b. Public outreach, including stakeholder and elected official education and engaging, and involving the public, stakeholders, and elected officials in discussions and decisions to develop the Corridor, and
   c. Planning and feasibility analysis;
2) Environmental analysis needed and streamlining options that will be applied to the TOLs project;
3) Planning level cost estimates for the project;
4) Innovative finance and project delivery strategies that will be applied and could serve to "fast track" the project; and
5) Project time line, including milestones and priorities.

3.1. PROJECT MANAGEMENT, PLANNING AND FEASIBILITY ANALYSIS, AND PUBLIC INFORMATION AND PARTICIPATION

Action will begin within days of receiving notification of selection.

The first actions needed to move the TOLs project ahead are to: formalize the I-70 Corridor Coalition organization; begin public and elected official education and outreach efforts; scope the needed feasibility studies; and advance needed legislative changes. Action will begin within days of receiving the notification of selection.

3.1.1. Formalize the I-70 Corridor Coalition

Formalizing the I-70 Corridor Coalition will include, but not be limited to:

- Developing and sign a Corridor of the Future Program Development Agreement (CFPDA) with the coalition of states, MPOs, municipalities, and federal agencies. This will address commitments of all parties to the Corridor with respect to financing, planning, environmental process, design, construction, operations, maintenance, and other components of the Corridor.
- Developing and agree to a Corridor management action plan. The management plan will include designating staffing to advance the Corridor and potentially hiring a Corridor manager who reports to all four states and is dedicated to advancing the TOLs project through its development phases, from planning and environmental through construction, operation, and maintenance.

- Continuing discussions with West Virginia, Maryland, and Pennsylvania and invite these states to join the Corridor Coalition.
- Continuing discussions with the MPOs, municipalities, and public and private sector stakeholders such as businesses and industries along the Corridor and invite them to support the Corridor Coalition.
- Continuing to work with ATRI and the other partners in the ATA Federation, making them a partner in the process.

3.1.2. Public Outreach

Societal and public opinion regarding the implementation of a managed lane strategy may be the single most important factor in advancing the project swiftly. Unfavorable public opinion can result in either the curtailment or cancellation of projects, or provide a preconceived notion of the effectiveness of a strategy that may affect future projects. A marketing strategy and public education campaign are, therefore, paramount for successful implementation of any managed lane strategy. Given that legislative changes will be needed to advance several of the financing options, it will be a critical priority to begin informing and educating local and state elected officials as soon as the Coalition is organized.

A study conducted by Texas Transportation Institute (2002) cites public opinion as perhaps the most significant obstacle to exclusive truck facilities. In the reserved capacity feasibility study by Trowbridge et.al., an attitudinal study of motorists and the general public examined opinions regarding the use of High Occupancy Vehicle (HOV) lanes by trucks. The response by the general public indicated considerable resistance to any strategy that was perceived as a special benefit to truck traffic. However, it should be noted that the general public was favorable to truck lane restrictions. Individual comments included responses (19 percent) that trucks were unable to maintain constant speed or traveled at different speeds.

Developing and beginning to implement a public education, outreach and participation plan for all phases of the project is a top priority for the Corridor Coalition.

The outreach and participation plan will begin to be developed with the formalization of the Coalition. Announcements and activities will begin with press releases of the Corridor's selection as a Corridor of the Future. The outreach and participation plan will be refined and evolve as the project development process progresses and continue through construction and operation. At a minimum, the outreach and participation plan will include:

- Identifying a uniform messages that all Coalition DOTs and MPOs agree to in conveying information about what the I-70 TOLs project is about, what TOLs are, and how they

will reduce congestion and improve commerce; and how stakeholders can be involved in the project development and decision making process.

- Developing informational materials and a plan to educate local and state elected officials about TOLs and the I-70 Corridor of the Future project.
- Developing a detailed multilevel outreach and participation plan to both inform and engage the public and all stakeholders about the project.
- Identifying and addressing issues of public concern as the project moves forward (e.g., potential costs to construct, tolling, taxes, potential increase in truck volumes, potential re-routing of passenger vehicles, and other congested routes).
- Working with state DOTs and MPOs to implement the outreach and participation plan.
- Working with media along the Corridor to educate the public and special interest groups, businesses, and organizations to win their support for the concept of TOLs.
- Working with the private sector to begin developing private sector opportunities along the Corridor.
- Working with the ATA Federation, other freight sectors, and the manufacturing industry to envision and plan for freight movements of the future.

3.1.3. Feasibility Analysis

While the organization structure is formalized and the outreach and participation plan developed, the state DOTs will begin to scope the initial feasibility studies needed for the Corridor as a whole, and for each state individually. Missouri DOT will review and determine if changes may be needed to their plans and environmental documents and what opportunities this designation may have for advancing Missouri's I-70 projects. All states will identify related planning, environmental and design work or changes needed to advance the Corridor. This will include, but not be limited to:

- Define and scope planning and feasibility studies needed to flesh out details for the project (many of the feasibility study issues and analyses have been identified throughout this application):
  - Review and summary of the I-70 studies completed by state DOTs and MPOs on sections of the Corridor,
  - Identify gaps and needed studies,
  - Scope feasibility studies needed to address the Corridor as a whole, and
  - Agree on which studies will be advanced through the Corridor Coalition and which will be advanced by individual states;
- Work with Federal Highway Administration (FHWA) to request the combined use of the four state DOTs SPR II funds as a multistate research project for which a

100 percent federal funding level can be used to cover the cost of the multistate feasibility analyses/studies;

- Assign agency staff to complete studies and/or develop RFPs and advertise and hire consultants to complete the needed feasibility studies. Feasibility studies will include corridorwide, statewide, and some urban area studies evaluating:
  - Detailed planning/project feasibility,
  - Traffic, safety and congestion analyses,
  - Environmental overview,
  - Financial feasibly and options, and
  - Design; and
- Identify design guidance needed (as discussed in **Section 2.7.1**) and begin working with AASHTO/FHWA/TRB/Green Book contributors to expedite research in the area of TOLs design.

3.1.4. Legislative Changes

If tolling and Public-Private Partnerships (P3s) are determined by the feasibility studies to be used, a number of legislative changes will be needed to permit states to toll or use public private partnerships to advance the TOLs project. This is discussed in **Section 3.4** and **3.5**. To expedite this process, the following will begin as soon as the Corridor Coalition is organized:

- Educate state elected officials on TOLs and the innovative financing options that will need to be considered to advance the Corridor.
- Specify and develop the language needed for the legislative changes needed by each state DOT:
  - Tolling, public-private partnerships (P3s), etc., and
  - Advance legislative changes.
- Work with Missouri to piggyback on their provisional approval for tolling, which will provide the option to advance tolling, if that is determined to be the most feasible corridor financing option. Missouri DOT has offered this option, provided it does not delay tolling options on their section of I-70.

Organize Coalition = 3-6 months from notification of designation (2007)

Public and Officials Education = begins immediately and is ongoing (2007- 2020)

Feasibility Studies = 2 years (2007-2009)

Legislative Changes = 2-3 years (2008-2010)

In addition, Corridor states may also require legislative changes to permit higher truck speeds and heavier weights.

3.1.5. Proposed Time line to Organize and Begin Work

It is estimated that from the notification of designation it will take the states approximately three to six months to reach agreement and secure signatures of the CFPDA, develop the management plan, develop an outreach and participation plan, and scope the initial feasibility studies needed to begin the project. Other related administrative and legislative action will begin during this period but are expected to take two to five years to complete. Please see the project time line in **Section 3.5**.

3.2. ENVIRONMENTAL STEWARDSHIP ACTIONS AND INNOVATIONS FOR STREAMLINING

The streamlining of the environmental process is integral in keeping transportation projects on schedule and on budget. The complexity of compliance with the National Environmental Policy Act (NEPA) can lead to delays in the approval of required environmental documents or permits. Environmental streamlining processes will be utilized to effectively complete the NEPA and permitting process without jeopardizing environmental quality of the I-70 project. In addition to streamlining the environmental process, demonstrating environmental stewardship by making decisions mindful of both the human and natural environment will be important as the I-70 CFP TOLs project moves forward. The NEPA process will not be easy for a corridor of this size, and ample coordination and mitigation is necessary. However, no major environmental fatal flaws are currently apparent on the Corridor. It is not adjacent to any Indian tribal lands and does not appear to significantly impact any sensitive environmental, cultural, or historic areas.

3.2.1 Current Status of NEPA Actions in the I-70 Corridor

Each of the four participating states in the I-70 Corridors of the Future application, Missouri, Illinois, Indiana, and Ohio, are at different stages in the environmental development process related to the proposed I-70 TOLs project.

Missouri has completed a Tier 1 Environmental Impact Statement (EIS) with a Record of Decision (ROD) for a proposed widening of the I-70 Corridor through the state. Missouri has also recently finalized the Tier 2 documents for I-70 segments of independent utility (NEPA documents have not been initiated in either the St. Louis or the Kansas City MPO). The concept of TOLs was not included in the original alternates studied in the Tier 2 NEPA documents. Therefore, the addition of the TOLs will require Missouri to reevaluate the Tier 2 NEPA documents. The footprints originally defined in MoDOT's I-70 NEPA documents are sufficient to accommodate TOLs, and no additional right-of-way will be necessary beyond that already defined. Therefore, no additional NEPA studies are needed, other than reevaluation of the existing Tier 2 NEPA documents. Although MoDOT should receive NEPA approvals for the Tier 2 I-70 documents ahead of Illinois, Indiana, and Ohio, MoDOT will participate in streamlining and stewardship activities implemented during this project by offering their perspective and sharing their experiences and lessons learned.

At the time of this application, Illinois, Indiana, and Ohio have not initiated any NEPA documents for the I-70 Corridor.

3.2.2. Challenges and Issues

With all the players involved in the NEPA process, a major challenge is communication and coordination between the state transportation agencies and FHWA, as well as engaging numerous resource and regulatory agencies. In addition, the public and stakeholders must also be represented throughout the decision making process in order for the project to be successful. Clearly defined steps for involvement of the public and agencies are crucial. The identification of a realistic NEPA project schedule, with defined decision points, that incorporates the coordination of the numerous federal and state agencies involved will be necessary to complete this project within a reasonable time frame. To accomplish this, a NEPA project work plan for public and agency involvement will be developed, and the necessary resources will be dedicated by the states to implement the plan. It will identify:

- Major issues for the Tier 1 NEPA document,
- Resource agencies that will be invited to participate,
- Methods and time frames to engage stakeholders,
- Time lines and methodology for agency agreement,
- Meeting schedule,
- Decision and consensus points,
- Dispute resolution and issue elevation methodology,
- Streamlining activities, and
- Identification of stewardship opportunities.

Table 3-1 provides a list of federal and state agencies, as well as MPOs, that may participate in the NEPA process for the project. Other stakeholders are likely to be identified prior to, or during, the NEPA process.

Table 3-1: Potential Participating Agencies

Illinois	Indiana	Missouri	Ohio
Federal Highway Administration			
Illinois Division	Indiana Division	Missouri Division	Ohio Division
State Department of Transportation Districts			
District 7 District 8	Crawfordsville District Greenfield District	Central District Kansas City Area District North Central District Northeast District St. Louis District	District 5 District 6 District 7 District 8 District 11
U.S. Army Corps of Engineers			
Great Lakes & Ohio River Division Louisville District Mississippi Valley Region St. Louis District	Great Lakes & Ohio River Division Louisville District	Mississippi Valley Region St. Louis District Northwestern Division Kansas City District	Great Lakes & Ohio River Division Louisville District Huntington District Pittsburgh District
U.S. Environmental Protection Agency			
Region 5	Region 5	Region 7	Region 5
U.S. Fish & Wildlife Service			
Region 3 Midwest	Region 3 Midwest	Region 3 Midwest	Region 3 Midwest
U.S. Department of Agriculture, U.S. Forest Service			
Region 9 Eastern	Region 9 Eastern	Region 9 Eastern	Region 9 Eastern
U.S. Department of Agriculture, Natural Resources Conservation Service			
Central Region	Central Region	Central Region	Eastern Region
U.S. Coast Guard			
District 8	District 8	District 8	District 8
National Park Service			
Midwest Region	Midwest Region	Midwest Region	Midwest Region
Federal Emergency Management Agency			
Region V	Region V	Region VII	Region V
State Environmental Agencies			
Illinois Environmental Protection Agency Illinois Pollution Control Board	Indiana Department of Env. Management Indiana Department of Natural Resources	Missouri Department of Conservation Missouri Department of Natural Resources	Ohio Environmental Protection Agency Ohio Air Quality Development Authority
Toll Authorities			
Illinois State Toll Highway Authority	Indiana Department of Transportation Indiana Toll Road		Ohio Turnpike Commission
Metropolitan Planning Organizations			
	Indianapolis Terre Haute Madison County	St. Louis Kansas City Columbia	Columbus Dayton Springfield Steubenville/Weirton Wheeling, West Virginia

Source: Wilbur Smith, 2007

3.2.3. Innovative Streamlining

Environmental streamlining accomplishes more than expediting project delivery and enhancing the environment. When done correctly, streamlining can improve the

relationship between federal and state transportation and environmental agencies, as well as relationships with the public. To facilitate streamlining for this project, the states will focus on four areas:

- Project coordination and communication,
- Tiered NEPA document development,
- Public involvement, and
- NEPA/404 merger process.

Project Coordination and Communication

In order to complete the environmental process in an efficient manner, project coordination and communication will be comprehensive and start early. Streamlining the management of a project of this size will require plans, processes, and communication at different levels. A two-tiered interagency partnership approach is proposed for streamlining overall project communication and coordination. The tiered approach will include a single Oversight Committee (OC) for the entire Corridor and an Agency Coordination Committee (ACC) for each state. The OC is focused on multistate coordination, communication, and decision making, while the ACC focuses on intrastate agency coordination, communication, and decision making. Both committees will be charged with maintaining the two-directional flow of information between them.

- **Oversight Committee.** The Oversight Committee coordinates activities, maintains open communication with and between each of the four states, and takes the leadership position on interstate related activities. The proposed make up of the OC will include a representative from the four state DOTs and each of the following federal agencies:
  - The four FHWA divisions,
  - The five U.S. ACOE districts,
  - The two U.S. EPA regions,
  - U.S. Fish and Wildlife Service (FWS),
  - U.S. Department of Agriculture and U.S. Forest Service,
  - U.S. Department of Agriculture and Natural Resources Conservation Service,
  - U.S. Coast Guard (CG),
  - Federal Emergency Management Agency (FEMA), and
  - National Park Service (NPS).

  (Note: The above list is not all-inclusive. Additional members can be added, as appropriate.)

The OC meeting schedule will be driven primarily by project milestones, although frequency of meetings will be maintained to ensure the OC is kept informed and engaged in the project. A combination of in-person and conference call/webcast meetings is proposed.

- **Agency Coordination Committee.** An agency coordination committee will be created in each state for the purpose of maintaining communication and coordination to the agencies within each state. ACC meetings will bring the resource and regulatory agencies to the transportation decision making table, ensuring that all interests have input. Resource agencies will be involved early and often to establish a foundation for consensus and recommendations for action.

  The ACC will consist of federal and state agencies essential for project streamlining. Participation may be different for each state although a core group will be required. The core group will include:

  - FHWA,
  - State DOTs,
  - MPOs, and
  - State natural resource, cultural resource, conservation, air quality and water quality agencies.

  (Note: The above list is not all-inclusive. Additional members can be added, as appropriate.)

  The ACC will report on-going activities to the OC through meeting minutes and common membership participation. A regular meeting schedule will be used, although this schedule will be driven by project milestones and decision points.

- **Committee Guidelines.** It is proposed that both the OC and ACC establish guidelines and clear expectations for roles and responsibilities, and develop written standard operating procedures and a conflict resolution process. The participating agencies will cooperatively develop agreed upon project review time lines. Each agency representative will be expected to approve, in writing, major project decisions/ milestones such as purpose and need, level of data and analysis required, alternative selection, and others. If an agency disagrees with a group decision or feels that a topic needs further consideration, the agency can invoke the conflict resolution process. The conflict resolution process does not stop the NEPA process, but runs parallel, not giving any agency the power to hold the project hostage. The standard operating procedure and conflict resolution process approach will help secure agency involvement and buy-in throughout the process, and reduce conflicts and schedule delays.

Tiered NEPA Document Development

To streamline the NEPA decision making process for the I-70 TOLs, the concept of a tiered NEPA document is recommended as an environmental streamlining action by the states. It is anticipated that one document, a Tier 1 EIS, will be prepared for the overall Corridor, followed by more detailed Tier 2 environmental documents for segments of independent utility within the states. The Tier 1 document will be programmatic, and data will be collected and analyzed on a scale for the entire Corridor. Individual projects will be identified and screened in terms of logical termini, independent utility, and preliminary environmental impacts. Project-specific Tier 2 documents can then be prepared and processed on the smaller segments of independent utility. Construction of the I-70 TOLs for many of the Segments of Independent Utility (SIU) could be done within the existing interstate right-of-way. Therefore, the NEPA documents could be processed as categorical exclusions, providing significant time savings in the project schedule and associated cost savings.

The use of tiered environmental documents to streamline the project development process requires substantial coordination and clear communication between project sponsors and reviewing agencies. The OC would need to agree on what will be determined in the Tier 1 document versus the Tier 2 documents, in addition to agreeing on the degree of detail required in both.

A good example of the success of a tiered document can be seen with MoDOT's existing plan to improve the I-70 Corridor. The Tier 1 document succeeded in getting approval of a general concept, identifying sections with independent environmental documents, and building consensus among the public and agencies for the overall improvement plan. Missouri's experience from this exercise will be of value to all project participants.

- **Tier 1 - Corridor EIS.** Due to the large project area, the preparation of a Tier 1 EIS will be essential in streamlining the environmental process. Not only will the Tier 1 document allow the definition of an overall purpose and need, the elimination of alternatives, and the determination of transportation mode on a corridorwide basis, it will identify potential fatal flaws, resources of major importance, and significant impacts for the entire Corridor. This streamlined approach will provide information in the early stages of the project that will help identify major issues and direct major decision making. The decisions made during the Tier 1 EIS to secure agency buy-in at milestones and a consistency in priorities for all Tier 2 documents. Significant issues identified during the Tier 1 process could include air quality conformity, wetlands, protected species, farmland, induced impacts, and others. The issues will be reviewed

For many sections of the I-70 TOLs, construction could be done within the existing interstate right-of-way without significant environmental impact.

Processing NEPA documents as Categorical Exclusions would result in a significant time and cost savings.

for major environmental "fatal flaws" identification and documented in a "red flag" summary. The Tier 1 document will also recognize SIUs that will be individually addressed in Tier 2 documents.

- **Tier 2 – Individual Documents.** After the Tier 1 document is complete and the SIUs are determined, the Tier 2 environmental process will begin. Dividing the Corridor into SIUs potentially allows large portions of the Corridor to be processed with a Categorical Exclusion (CE) or an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI). With the purpose and need, preferred alternative, and transportation mode previously decided in Tier 1, the Tier 2 document can focus on impact analysis for one alternative at the project-specific level. These documents will be responsible for quantifying and disclosing all impacts, and identifying all mitigation commitments.

NEPA Public Involvement

With a project of this magnitude, success cannot be achieved without the support of the public. There are several ways to ensure that the public is involved in the decision making process. It is important to consider that the audience of an environmental document includes the public, as well as agencies. Striving to be as reader-friendly as possible, both the Tier 1 EIS and Tier 2 documents will be prepared following the guidelines in AASHTO's *Improving the Quality of Environmental Documents*.

Awareness for the project will be raised with newsletters, flyers, newspaper articles, signs, a speaker's forum, and other forms of communication. While these forms of communication can be effective for a small project area, it will be a difficult undertaking to implement across four states. A Web site for this project will allow the public from all four states access to the project status, latest information, and public meeting schedules. The Web site will give stakeholders a forum to express their opinions and ask questions about the project. A telephone hot line will also be provided. The hot line will provide updated information and allow the user to provide comments, ask questions, and request additional information.

NEPA/404 Merger Process

The NEPA/Section 404 merger permit process was initiated to streamline project decision making on federal aid highway projects. The NEPA and Section 404 processes both involve the evaluation of alternatives and impacts to resources, and balancing resource impacts and project need. The NEPA/404 merger process will be proactively utilized to improve the efficiency of the FHWA NEPA process through early and active interagency coordination. The two-tiered approach provides for project decision making and early and active agency coordination at the individual state project level through the ACCs, and at the multistate level through the OC.

3.2.4. Exceptional Stewardship

Environmental stewardship encompasses more than making decisions not directly harmful to the environment. Stewardship encourages choices that not only avoid or minimize adverse impacts, but may also enhance the environment. These choices encourage public support and protect valuable resources.

To facilitate environmental stewardship in concert with environmental streamlining for this project, the states will focus on three areas:

- Mitigation and enhancement,
- Detailed benefits of TOLs, and
- Executive Order (E.O.) 13274 designation.

Mitigation and Enhancement

Projects related to facilities on existing alignments often provide little opportunity for avoidance and minimization. Similarly, should mitigation be required, these projects are often not located within areas that present the best opportunities for environmental stewardship and ecological gain. Positive opportunities can be permanently lost when the traditional, site-specific approach to avoiding, minimizing, reducing or compensating impacts is used. As part of the interagency partnership process, use of the "Eco-Logical" approach is recommended, as described in FHWA's "Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects." Using Eco-Logical's proposed approach, agencies can collaborate, share resource data and plans, and agree on the location of ecologically important areas and the important resources within the larger geographic area. Eco-Logical suggests a method for achieving an ecosystem approach that expects agencies to work together and with the public to integrate their respective plans to determine environmental priority areas. With priorities understood, mitigation options can be explored where impacts are unavoidable.

In order to ensure that the mitigation commitments and enhancements recommended in an environmental document for a project are met, the Indiana Department of Transportation uses a Mitigation Memo (MM). The MM, which can be adapted for the I-70 project, includes the mitigation chapter from the environmental document, a design summary to show how environmental commitments and enhancements are to be implemented, and the Fish and Wildlife review form which documents stream-related restrictions and special provisions. The MM is a reminder for designers and land acquisition personnel to include all required and special provisions for a project.

In order to manage resource agency, stakeholder and public expectations, it is proposed that project-related enhancements be limited to a predetermined percent of the construction costs.

Detailed Benefit Analysis of TOLs

All environmental documents discuss the benefits expected from that project's completion. In addition to this discussion, a more detailed benefit analysis will be conducted in both the Tier 1 and Tier 2 documents in order to demonstrate how a project of this size can actually enhance the environment. A detailed discussion of the benefits of congestion reduction and TOLs will aid in gaining public support for such a large project. The discussion will include, but not be limited to, reduced emissions from motor vehicles; movement of truck-associated noise to the median, further from adjoining development; reduced fuel consumption; improved comfort for passenger vehicle operators; fewer accidents; more efficient freight movement; and induced economic development associated with freight producers and users. This discussion is intended to increase understanding of why the states are pursuing the project, resulting in project buy-in by agencies, stakeholders, and the general public.

Missouri: within one year (2007-08) for reevaluation of existing approved Tier 2 documents

Missouri MPO areas, Illinois, Indiana, Ohio: 24 to 30 months to complete the Tier 1 NEPA document. (2007-2009)

Tier 2 NEPA Documents: Time for the sections range from 18 months for a CE document to 48 months for an EIS/ROD (2010-2014)

Approval of all Tier 2 NEPA documents would not be required prior to beginning construction on individual SIUs.

E.O. 13274 Designation

The states will request that the I-70 TOLs project be added to the U.S. Secretary of Transportation's list of high priority transportation projects under E.O. 13274, "Environmental Stewardship and Transportation Infrastructure Project Review." This designation will provide an emphasis on expedited reviews and permits by federal agencies.

3.2.5. Proposed Time-Line for Environmental Studies

It is estimated that Missouri could complete the reevaluation process for the Tier 2 NEPA documents within nine to 18 months. Concurrently, Missouri would also initiate NEPA documents in the MPO areas of Kansas City and St. Louis. At the same time, the Tier 1 NEPA document would be initiated for the rest of the I-70 Corridor in Illinois, Indiana, and Ohio concurrently with the feasibility analysis discussed in **Section 3.1.2**. While it is recognized that this concurrent preparation of the feasibility analysis and the Tier 1 NEPA document is not without risk, the potential for cost savings is large due to the time reduction from the schedule and negating future construction cost increases. It is estimated that this Tier 1 NEPA document could be completed in 24 to 30 months. After approval of the Tier 1 document, Illinois, Indiana, and Ohio would initiate Tier 2 NEPA documents, which would take 12 months for a CE document, 30 months for an EA/FONSI, and 48 months for an EIS/ROD.

3.2.6. Other Examples of Environmental Stewardship/Streamlining

During the research that was completed for this application process, other states' successful environmental streamlining and stewardship practices were reviewed. Specific environmental practices that may present an opportunity for the I-70 TOLs are included in **Appendix C**. If this application is selected and funded, these "successful practices" and those of the participating states will all be evaluated in detail and applied to the project as applicable.

3.3. PLANNING LEVEL COST ESTIMATES

Without a completed environmental analysis and final design concept, it is difficult to speculate, let alone calculate, the potential cost of constructing TOLs on the full I-70 Corridor. However, without any idea of the magnitude of the cost to construct, evaluating the feasibility of the project and financing options will also be unrealistic.

Planning level cost estimates for constructing truck only lanes for the Corridor are presented in **Table 3-2** below. The estimates include urban and rural segments, and consider both the options of bypassing major urban areas and continuing through major urban centers. The calculations are presented in **Appendix D**. These estimates do not include any of the other strategies to be incorporated that are discussed in **Section 2.3** of this application, or "Freight Movement of the Future" concepts that may arise out of partnering sessions with freight system users as described in **Section 2.2**.

Table 3-2: Planning Level Cost Estimates TOLs

State	2007Cost With Bypass	2007 Cost Without Bypass	2020 Cost With Bypass	2020 Cost Without Bypass
Missouri	$4,591,000,000	$5,761,000,000	$7,830,000,000	$9,825,000,000
Illinois	$3,294,000,000	$2,953,000,000	$5,618,000,000	$5,036,000,000
Indiana	$3,374,000,000	$3,803,000,000	$5,754,000,000	$6,486,000,000
Ohio	$7,441,000,000	$8,093,000,000	$12,690,000,000	$13,802,000,000
Total	$18,700,000,000	$20,610,000,000	$31,892,000,000	$35,149,000,000

Source: Wilbur Smith Generated Table, see Appendix D for details

I-70 TOLs Assumptions

In general, estimates were calculated based on Missouri DOT's experience in advancing the project and published research funded by the Federal Highway Administration (FHWA) as part of the Highway Economic Requirements System (HERS) program. The primary reference source for the Corridor in the St. Louis area, Illinios, Indiana, and Ohio, is the report, Improvement Cost Data-Final Draft Report (HERS Report), issued April 2005. The following assumptions were made in estimating the costs to construct:

1. Assumed two TOLs in each direction for the entire corridor.
2. Assumed all bypasses were eight lanes, including four new truck only lanes.
3. Assumed added lanes are done so without resurfacing or reconstructing existing lanes. This value is the most conservative of the potential lane additions, besides on new alignment, according to the HERS Report.
    - The independent Missouri cost estimate assumes one set of the existing lanes will be reconstructed and the other set will be rehabilitated.
4. Assumed separate truck and passenger vehicle interchanges, concepts shown in **Figures 2-5** and **2-6**, at major crossing routes with combined access utilizing slip ramps as shown in **Figure 2-7**, for the remaining interchanges.
5. The costs of each interchange are listed in **Appendix D**.
6. The per lane-mile cost in the HERS Report, listed in **Appendix D**, includes CE, PE, and ROW costs
    - ROW equals approximately 40 percent of the roadway only costs for the urban segments and 4% for the rural segments.
    - A ROW cost of 70 percent of the roadway costs was used for Ohio's estimate. This percentage was used at Ohio DOT's request due to their recent experience in real estate damages, residential/business relocation, and utility relocation.
7. The costs per lane mile are 2002 values so a 5 percent annual inflation rate was applied to extrapolate 2007 costs.
8. The year 2020 is estimated to be the mid-construction year so the costs were inflated at the following rates:
    - 2008: 5.5 percent,
    - 2009: 5.0 percent,
    - 2010 through 2020: 4.0 percent.
9. The price of each weigh station was taken from the independent Missouri cost estimate. The number of weigh stations was estimated by Wilbur Smith Associates.

3.4. INNOVATIONS IN PROJECT DELIVERY AND FINANCE

As discussed in **Section 2.4** of this application, TOLs on I-70 provide economic and safety benefits within its four state corridor. These benefits include improved goods movement, reduced congestion, and safer roadways. While the direct beneficiaries are those areas within the Corridor, the project generates broader regional and national benefits. These benefits cannot begin accruing until the project is completed. In order to accomplish this, it will be necessary to utilize the most innovative delivery mechanisms to deliver the project in an efficient manner and develop a financial structure that balances the

public policy objectives of the four states with the fiscal reality of modern transportation finance.

Traditionally, the delivery of transportation projects is tied to the ability to fund the improvements. With an estimated 2007 cost of $18 to 20 billion, construction using traditional funding mechanisms will take a significant commitment of available funding and require extensive reprogramming of each of the four states' existing transportation plans. Consequently, completing the I-70 TOLs project through traditional methods would take many more years.

Fortunately SAFETEA-LU and its predecessors created a framework which allows states to expedite the delivery of such projects. The available opportunities include both project delivery innovations and greater funding options.

3.4.1. Innovative Project Delivery

The demand for additional transportation capacity has resulted in state DOTs and FHWA rethinking the traditional design/bid/build approach to project delivery. There is considerable literature that discusses the drawbacks and inefficiencies of the design/bid/build approach. The most common criticisms revolve around a disconnect between the design and construction of a project. When coupled with the requirement to award a contract based on lowest bid, this results in an adversarial relationship among the designer and contractor, instead of fostering an environment where both are working to deliver a project on budget and on time.

In response to these inefficiencies, the public sector transportation agencies began adopting delivery approaches long used by the private sector to both expedite project delivery and provide better budget control. These new approaches have resulted in more efficient and economical ways of delivering transportation projects.

Basic innovative delivery methods currently being employed around the country include:

- **Design/Build (D/B).** Ever increasing budgetary pressure will inevitably put upward pressure on the cost and timing of completing the I-70 TOLs project. One strategy to mitigate this risk is utilization of a design/build contracting process with a single entity to both design and construct segments of independent utility. Projects are often awarded not on the basis of a low bid, but instead on the best value to the state. Such non-price determinations could include schedule, price guarantees, and resources available to commit to the project. Depending upon how the specific D/B contract is structured, a DOT can transfer significant cost and schedule risk to the private sector. It has been proven that this delivery method can reduce the time and money spent on a project. Though listed as an innovative delivery method, design/build

All four states have used design/build authority.

projects are becoming common delivery methods, with 34 states authorizing some form of design/build contracting. All four states within the project corridor have used design/build authorization. However, they do not all have blanket authority. Given the potential cost of the I-70 TOLs project, a D/B approach could help to insulate the four state DOTs from cost overruns and schedule delays.

- **Design/Build/Operate (DBO).** Often overlooked in the discussion of mega-projects is the fact that state DOTs must maintain these projects with little additional funding for their maintenance. In a period when maintenance budgets for existing transportation systems are often inadequate, mega-projects put additional stress on limited long term maintenance dollars. In response to these pressures, states have begun utilizing a design/build maintain approach to project delivery. Also referred to as design/build/operate, DBO projects are identical to D/B projects, with the exception that the private contractor retains responsibility for maintaining the facility for a given number of years. This maintenance responsibility can be as limited as mowing, snow removal, and sign replacement, or it can be expanded to include major rehabilitations. Missouri is currently utilizing this approach for its "Safe and Sound" program, which is a program to improve 800 bridges by 2012. Under a DBO project, the maintenance of the contracted project is the responsibility of the private sector, thus transferring the risk associated with fluctuations in long term maintenance to the private sector.
- **Design/Build/Finance/Operate (DBFO).** Design/build/finance/operate projects are the quintessential public-private partnerships and cover a wide range of projects. While DBFO projects cover a wide range, they always involve the private sector securitizing a project specific revenue stream to finance the project. This delivery method serves to insulate the public sector from the financial risks of a project through the use of project specific financing. While it is commonly thought that DBFOs are limited to toll facilities, this delivery method has been used for projects where the financing is secured by future tax revenues, availability and/or milestone payments, future federal appropriations, shadow tolls, and governmental lease payments. DBFOs provide states with increased financial security by allowing the private sector to utilize more flexible financial structures and vehicles. This project delivery method typically utilizes financing that is non-recourse to the states where the project is located. There is an exception where the state pledges a specific revenue to support the project, in which case the state's exposure is limited to the extent of the pledged revenue. The various revenue types and financial structures will be discussed in more detail in **Section 3.4.2** below.

Multi-state mega-projects, such as the proposed I-70 TOLs project, amplify the risks of project delivery exponentially. Certain risks – political, environmental, right-of-way, etc. – are inherent to such large complex projects. While such risks will most likely remain with the four states within the Corridor, the states will assess means to minimize their respective risk by utilizing innovative project delivery methods, such as the ones listed

above, to transfer design, construction, schedule, maintenance, and financial risk to the private sector.

3.4.2. Innovative Project Finance

Critical to the ability of a state DOT to deliver new transportation capacity is its ability to pay for this new capacity. Funding has always dominated the debate surrounding reauthorizations of the federal highway bill. The focus on funding has become especially acute in today's environment of increasing demand for new capacity, escalating need to maintain the existing transportation infrastructure, and the decreasing value of the Highway Trust Fund in real dollar terms. Exacerbating these factors are escalating project costs as construction prices rapidly exceed overall inflation levels. Together, these factors have created a situation that has resulted in delayed projects simply because funds are not available.

In this new reality, states, with the assistance of FHWA, have developed new and innovative methods of funding new transportation capacity expansions. Though the use of these new innovative mechanisms rely heavily upon existing forms of revenue, the vehicles by which these revenues are securitized to fund new transportation capacity has created an entire tool box of funding options that can be applied to the I-70 TOLs project.

Revenue Sources

One characteristic that all innovative financing mechanisms have in common is the need for a source of revenue to support financing. The sources of revenues have not changed. Almost exclusively, funding for transportation comes from the following sources:

- **Fuel Taxes.** Under SAFTEA-LU the average annual appropriations of federal fuel tax to the four states comprising the project corridor is approximately $4.3 billion. At the state level, fuel taxes form the bulk of the local match required to use federal appropriations.
- **Sales Taxes.** Sales taxes come in many forms and are another source of revenue used to fund transportation projects. Sales taxation is a local or state tax that almost always requires voter approval. Many metropolitan areas have passed dedicated sales tax initiatives to fund specific transportation needs. For example, in Missouri the Senate Transportation Committee proposed a sales tax increase, in part, to fund the expansion of I-70 within the state's borders. It is important to note that sales taxes are used extensively to fund other non-transportation related government purposes. Therefore, the decision to use sales taxes to fund transportation tends to be very local and dependent upon other competing needs.
- **Fees.** States levy certain transportation-related fees such as vehicle registrations, driver's license applications and renewals, overweight/oversize permits, title transfers, etc. Though generally used to fund a state's motor vehicle department, these fees have been pledged as security to help fund specific projects or programs.

For example, the state of Colorado pledged the revenue from a voter approved vehicle registration fee as a dedicated revenue source to help the startup of the E-470 project in the southeastern Denver region. Similarly, the state of South Carolina pledged a portion of its vehicle registration fees to help start its state infrastructure bank.

- **Impact Fees.** Impact fees are levied to pay for infrastructure needed to support changing land use patterns. Generally a property tax, impact fees are most commonly levied by municipalities on land developers to fund surface streets, water and sewer, and schools needed to support population growth. These tend to be very specific to a locality where the costs and benefits can be directly ascertained. There has been limited use of this type of revenue to fund major transportation projects such as the I-70 TOLs. However, impact fees have occasionally been used to fund interchange improvements. If the project is configured to have truck only interchanges, such interchanges could change the land use patterns and characteristics at those interchanges, making the use of impact fees a viable source of funding specific interchanges.
- **Tolls.** Toll revenues collected by state, local, and certain private operators represent an important, although small, portion of the overall revenues available to fund highway investments. Building on provisions in ISTEA and TEA-21, SAFETEA-LU expanded the ability of states to raise revenue from tolls, primarily for new capacity. Since the passage of ISTEA, toll revenues in this country have increased from approximately $3 billion in 1993 to about $6.7 billion in 2004 (the last year in which data is available), an annual increase of 5 percent. Despite these increases, tolls account for only 5 percent of all highway revenue nationally. However, approximately 10 percent of new limited access highway lane miles have been funded with tolls.

  Currently, all four states within the Corridor have tolling facilities in existence: the Ohio Turnpike in Ohio; the Indiana East-West Toll Road (I-90) in Indiana; the Ronald Reagan Memorial Tollway (I-88), the North-South Tollway, the Northwest Tollway, the Chicago Skyway, the Tri-State Tollway in Illinois; and the Lake of the Ozarks Bridge in Missouri.

Tolling Authorities

Tolling authorities exist in three of the four states; however, the authorities are not in a position to impose toll facilities on I-70 without the authorizing legislation being amended or new legislation enacted. An option could be considered for the creation of one encompassing tolling authority that spans the four states. Legislation would have to be enacted that would permit an encompassing tolling authority that crosses state jurisdictions.

All four states within the corridor have tolling facilities in existence.

Value Pricing Unique to TOLs: As described in Sections 2.1 and 2.2, the separation of trucks over the length of the I-70 corridor, in combination with the corridor location, creates some unique opportunities with regard to potential value pricing. There are any number of efficiencies that can be created for trucks by taking passenger vehicles out of the mix. If enough efficiencies can be provided in the right mix, it would be possible to attract some percentage of freight vehicles from other routes as well. The efficiencies would have to be significant enough that truckers and shippers would be willing to pay tolls for these efficiencies, and that those with alternate route options would choose I-70. The right combination of efficiencies would be necessary to maintain and improve upon safety while providing greater efficiency for the movement of freight.

With current day standards and technology, it is not likely that higher design speeds would be enacted in combination with higher load limits and larger/longer vehicles. However, as described in Sections 2.2.3 to 2.2.6, technologies are evolving that would suggest that design be done so as to accommodate all of the above in the future. The separation of trucks in itself will increase safety and allow I-70 average truck travel speeds to improve to equal or exceed those of parallel corridors which now have higher average speeds. With this separation also comes the ability to permit vehicles of larger consistent size over an 800 mile corridor. All of these factors enable varied alternatives for tolling whereby users pay for the ability to utilize Turnpike Doubles or other larger vehicle types, or pay for the ability to carry heavier loads, or pay based upon average travel speed within restrictions, or other options which may be determined in consultation with the trucking industry. The assessment of all such opportunities would by necessity be a very collaborative process with many stakeholders.

Indiana: The Indiana Toll Road has been owned by the Indiana Finance Authority and operated by the Indiana DOT. Last year Indiana entered into a 75-year lease with a private consortium. A legal determination is needed to clarify if the Indiana Finance Authority has the ability to operate toll facilities on I-70 without the authorizing legislation being amended or new legislation enacted.

Missouri: Missouri has a single toll facility. The Lake of the Ozarks Bridge was created pursuant to a statute authorizing the creation of a local transportation corporation. This statue is designed to address local transportation needs and is considered too cumbersome for the I-70 Truck Lane Project. Missouri has recently passed narrow tolling legislation that will allow for the tolling of a new bridge across the Mississippi River between Missouri and Illinois.

FHWA awarded conditional acceptance to Missouri for tolling I-70 within its borders.

Toll Pilot Program: In order for tolls to be used as a funding source for the I-70 TOLs project, it will have to qualify for one of two federal programs that authorize the tolling of interstate highways: the

Interstate Reconstruction and Rehabilitation Toll Pilot Program or the Interstate Construction Toll Pilot Program. Each of these programs authorizes three pilot projects. Missouri has been awarded conditional acceptance for tolling I-70 within its borders as one of the three demonstration projects authorized by the Interstate Reconstruction and Rehabilitation Toll Pilot Program. Missouri DOT has indicated their willingness to extend this conditional acceptance to the other three states within the Corridor, provided it does not delay their efforts.

Financial Mechanisms

In response to the need to alter the traditional way in which transportation facilities have been funded, new financial tools have been created to allow states to expedite the delivery of much needed new capacity. These new financial tools have been developed as a result of provisions within SAFETEA-LU and its predecessor federal legislation. To a certain extent, these innovative financial mechanisms, though codified in federal statutes, have evolved from innovations developed by states to address their respective needs.

Financial innovation is an evolving concept that involves the efforts of states, FHWA, and the adaptive nature of the financial markets. The following is a brief description of the various tools that have been used around the country. Specific application of these financial mechanisms to the I-70 TOLs project will be dependent upon a number of policy, legal and financial factors that have not been fully explored. These tools will be fully evaluated as to their potential to apply to the project as it moves forward. Preliminary plans for financing will be developed for evaluation based on the fiscal constraints and policy objectives of the states within the Corridor.

- **Federal Grant Management Tools.** In recent years, various policies and regulations governing the distribution of federal aid reimbursements for highway projects have been modified to broaden the options for meeting matching share requirements and to provide states with more flexibility in managing how federal funds are utilized. These fund management tools do not increase the total amount of federal aid available to states, but they can help to accelerate construction of certain projects (which limits exposure to cost escalation) and may enable states to reallocate funds that otherwise will have been used to provide the non-federal match.
- **Grant Anticipation Revenue Vehicles.** Grant Anticipation Revenue Vehicles, referred to as GARVEEs, allow states to borrow against future federal appropriations. The distinguishing feature of GARVEEs is that states can borrow against appropriations that will be contained in future federal highway bills that have not been passed. GARVEEs could allow the four states within the I-70 TOLs Corridor to expedite funding of the project as a single project, instead of undertaking the project on a piecemeal basis as funds become available.
- **Section 129 Loans.** Pursuant to Section 1012 of ISTEA, certain state loans to transportation projects became eligible for reimbursement from federal aid highway

funds. By utilizing this provision states could essentially recycle federal aid highway funds by lending them out, obtaining repayments from project revenues, and then reusing the repaid funds on other highway projects. Pursuant to Section 129(a)(7) of Title 23, states can use funds from their annual apportionments to make loans to public and private sponsors of any federal aid highway project. The project sponsor must pledge non-federal revenues from a dedicated source of funding, such as tolls, excise taxes, sales taxes, property taxes, motor vehicle taxes, and other beneficiary fees. For the four states within the Corridor, Section 129 loans provide a mechanism for them to stretch their annual apportionments by lending it to the project and then using the repayment to fund additional investments in either the project or within the states' transportation system. Further, Section 129 loans can be used to fund the upfront developmental costs of the I-70 TOLs project, subject to repayment from the permanent project financing.

- **State Infrastructure Banks.** The use of federal aid to fund loans that can be relent was codified through State Infrastructure Banks. Federal law authorizes SIBs for all states. Creation of a SIB requires a cooperative agreement with the Secretary of Transportation to establish infrastructure revolving funds using federal transportation funds authorized for fiscal years 2005 to 2009. SIBs provide an opportunity to leverage federal and state resources by lending rather than granting federal-aid funds, and they can be used to attract non-federal public and private investment.

  Of the four states located within the corridor, Indiana, Missouri, and Ohio have active State Infrastructure Banks.

  Of the four states located within the Corridor, Missouri, Indiana, and Ohio have active SIBs. Ohio's SIB is one of the most active in the country, having lent more than $200 million.

  Not all SIBs are structured funded with federal grants and state match. Some states, such as Arizona and South Carolina, capitalized their SIBs through the tax-exempt bond market. These funds are then used to fund projects and the loan repayments are used to retire the debt that has been issued, rather than being recycled into a "second round" of project loans.

- **Transportation Infrastructure Finance and Innovation Act (TIFIA).** The TIFIA program provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail. This program was established to leverage substantial private co-investment by providing projects with supplemental or subordinate debt. SAFETEA-LU authorizes a total of $610 million through 2009 to pay the subsidy cost of supporting federal credit under TIFIA. TIFIA has proven an effective tool helping deliver transportation facilities. If the I-70 Truck

Only Lane project is funded through a project finance structure, it is highly likely that such financing will utilize TIFIA debt in its financial structure.

- **Private Activity Bonds (PABs).** Private Activity Bonds allow tax-exempt debt to be used by private entities to help finance qualified facilities. PABs are governed by Section 142 of the Internal Revenue Code. SAFETEA-LU classified highway facilities and surface freight transfer facilities to a list of other activities eligible for tax exempt facility bonds. Qualified projects, which must already be receiving federal assistance, include surface transportation projects eligible under Title 23, international bridge or tunnel projects for which an international entity authorized under federal or state law is responsible, and facilities for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities related to the transfers). These bonds are not subject to the general annual volume cap for private activity bonds for state agencies and other issuers, but are subject to a separate national cap of $15 billion. Transportation PABs are relatively new financial tools. Texas was the first state to receive an allocation of PABs, but to date there has been no issuance of PABs for a transportation project. With the award of the 121 project in Texas, it is expected that more will become known about this innovative financial tool, and it will be used to fund a transportation project.
- **Pass-Through Financing, Availability Payments, or Shadow Tolls.** These financings are based on a state's willingness to reimburse a concessionaire or contractor for the cost of a project based on certain measurable standards. Texas has recently entered into a Pass-Through Financing, or shadow toll, agreement for a project located in El Paso where the state reimbursement will be based in large part on the number of vehicles that use the new facility. Florida is selecting a private concessionaire to design, finance, build, operate, and maintain a $1.5 billion tunnel to the Port of Miami, where the concessionaire will be compensated through annual "availability payments" based on various performance standards. The key to this funding mechanism is the revenue source pledged by the public sector.
- **Equity Capital.** The introduction of private equity into transportation finance is the most significant change in the U.S. transportation markets. Long term equity allows increased debt coverage for any given level of revenue. This increased coverage improves the credit worthiness of project debt. This is especially important during the early years of operations for a new facility when traffic patterns have yet to be established. Sources of these equity funds include overseas companies in the specific business of owning and operating transportation assets, plus U.S. and international financial firms which have the ability raise and manage large amounts of equity capital.
- **Long-Term Leases of Existing Assets.** Public transportation authorities have leveraged various property assets to generate incremental cash or in-kind goods and services for many years. A more dramatic development in recent months involves the

long-term lease of existing toll facilities in exchange for upfront cash payments and/or a share of future project revenue. A private concession company paid the City of Chicago $1.83 billion in January 2005 for the right to operate the Chicago Skyway for 99 years. In January 2006, that same consortium submitted the winning bid of $3.85 billion for a 75-year lease of the Indiana Toll Road. The Commonwealth of Virginia received $603 million in June 2006 for a 99-year lease of the Pocahontas Parkway. The negotiated concession agreement for that project includes a provision for sharing revenue with the Virginia Department of Transportation (VDOT), if certain conditions are met and it allows VDOT to terminate the concession after 40 years upon payment of certain costs. Within the Corridor, Indiana has already leased its major toll asset, the Indiana Toll Road. Illinois and Ohio have assets that could be leased in a similar manner. However, recent attempts to lease all or a portion of the Harris County Toll Road Authority's system in Houston, and on-going discussions to lease the Pennsylvania Turnpike and the New Jersey Turnpike, have identified significant political hurdles that need to be overcome.

Public Private Partnerships

Though neither a delivery method nor a financing method, public-private partnerships (3Ps) combine elements of both. 3Ps are essentially business arrangements between the public and private sectors where various risks traditionally retained by the public sector are transferred to the private sector. These risks can include construction cost risk, schedule risk, financial risk, revenue risk, and operational risk. The specific combination of transferred risk is both dependent upon the specifics of a project and the public policy objectives of the state DOT. One of the very unique potential benefits of a 3P is the ability to utilize more flexible financial structures that utilize private equity.

There are currently 25 states that have some form of 3P legislation. Within the Corridor, Missouri and Indiana have limited 3P authority. While 3Ps could prove to be a useful tool in the delivery of the I-70 Truck Only Lane project, authorizing legislation would need to be passed in each of the four states.

3.5. PROPOSED PROJECT TIME-LINE

The timeline for completion of the I-70 Corridor will vary depending on the development and financing options chosen by each state. In addition to some joint feasibility studies, Missouri, Illinois, Indiana, and Ohio will likely implement their own studies to determine feasibility, analyze financing options, and obtain environmental clearance for their sections of the I-70 Corridor.

Missouri has already received Tier 2 records of decisions for the I-70 segments from approximately two miles east of US-40 in St. Louis to I-470 in Kansas City. MoDOT has started a Tier 1 EIS for the remaining portions of I-70 in Kansas City. A reevaluation for the segments already environmentally cleared will be required to assess the potential for adding dedicated truck lanes, tolling and public-private partnerships. This reevaluation

should not be complex, given that the originally cleared footprint will allow for a truck only lane concept.

Ohio, Indiana, and Illinois have not initiated environmental clearance on any segments within their states as it relates to the potential for truck only lanes. Each of these three states will perform a feasibility study prior to determining subsequent process steps (such as the potential for 3Ps and tolling legislative initiatives and environmental clearance). The completion of these feasibility studies will help in assessing the viability of the various financing options, determining priority along the Corridor, and refining the project timeline for completion.

Figure 3-3 illustrates the proposed timeline for the completion of a TOLs project on the I-70 Corridor. Missouri is currently three to five years ahead of the other three states because of the work already done to obtain environmental clearances on much of I-70. The timeline allows for the potential for 3Ps and tolling as financing options by allotting time for the needed legislative actions for each. It is likely that without the implementation of these initiatives, and without high priority construction funding, the final build out date could go well beyond 2025. As shown in the timeline, Missouri is unique in that the ability to toll I-70 must be approved by a vote of the people. It is anticipated that this will take two years. It is assumed that the legislative process for 3Ps and tolling will take two to three years in the states of Ohio, Indian, and Illinois. It is estimated that the 3Ps procurement and contracting processes will take approximately three years for all four states, of which one year is estimated in acquiring the financing.

Schedule Accelerators

Financing will most likely drive the schedule for the completion of the I-70 TOLs Corridor. Traditional funding for a project of this size would likely take decades to complete, as it would require a significant commitment of the states' available resources spread out over many years. **Section 3.4** illustrates various finance options for the construction and maintenance of this facility. An influx of funding from a private entity as part of a DBFO will be the quickest completion scenario and would save many dollars in construction cost inflation. This option would require tolling for recapture of investment made by the private sector. A public tolling authority could also be created as an alternative to 3P financing. The formation of a public tolling authority is expected to take three to four years and would delay the completion of this corridor as compared to a 3P option. As shown on the timeline, it is estimated that with utilization of a 3P option, construction could be complete along the I-70 Corridor between 2020 and 2025.

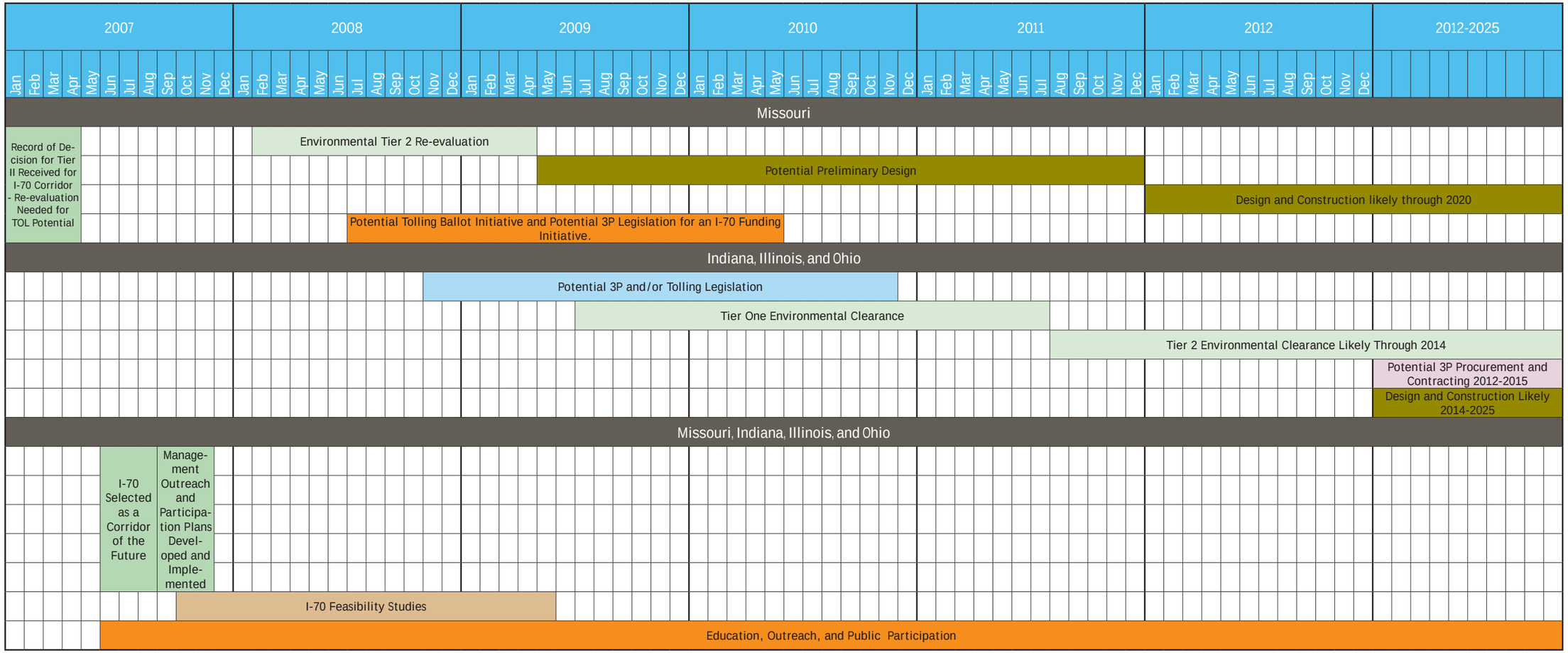
Options exist for 3P financing and are described in detail in **Section 3.4**. Many of these options could be used as schedule accelerators if structured properly.

Other options exist to accelerate schedule and reduce construction costs. Design/build could be utilized with most financing options, and while the schedule does not show design/build, its use would merge the design and construction phases for quicker

construction. For the integration of TOLs within many sections of I-70, the improvements could be made without significant environmental impact or the need for additional right of way. A categorical exclusion could be used for environmental clearance for these sections and would be identified as a part of the Tier 1 analysis. If any of these segments would be a priority for reconstruction or capacity improvements, a quicker environmental CE process would allow for much quicker design and construction than what the timeline illustrates.

The timeline does not allow for phased implementation along the I-70 Corridor. It is likely that a more detailed feasibility study will show the need for truck only lane capacity improvements, most around the metropolitan areas. Following a streamlined Tier 1 environmental evaluation and clearance (as described in **Section 3.2.3**), each state could concentrate their efforts and evaluation of financing options on high priority areas such as these to expedite construction. However, it is recognized that monumental improvements would not be able to capture some of the same financing options that will exist with the proposed multistate dedicated truck lane Corridor.

Table 3-3: Proposed Timeline I-70 TOL



CORRIDORS OF THE FUTURE
PHASE II APPLICATION

SUMMARY AND CONCLUSIONS

SUMMARY AND CONCLUSIONS

The I-70 Truck-Only Lanes (TOLs) Corridor represents an innovative vision for the future of interstate travel. Our application has presented why there is a clear need for the project; why dedicated TOLs are the clear solution to the problems of congestion, safety, and economical freight movement; and what actions we will take as our path to successful Corridor development.

The Missouri, Illinois, Indiana, and Ohio I-70 TOLs Corridor project:

- Is designed to reduce congestion by providing improved mobility and the efficient flow of goods on one of our nation's most critical trade corridors;
- Provides a length that can support unprecedented opportunities for commerce and improved efficiencies in the trucking industry;
- Provides design and operating amenities that will attract long-haul trucking from other congested parallel routes;
- Improves the safety and quality of life for all U.S. citizens and commodities carriers traveling through the heart of the nation;
- Will incorporate innovative financing, project delivery, and environmental streamlining to quickly advance the project;
- Represents both a length, through four states and approximately 800 miles, and a path, crossing both urban and rural locations, that provide a realistic demonstration of an innovative concept that could set the standard for future interstate freight corridors;
- Is consistent with the trucking industry's position as in their letter of support provided in **Appendix A**, on the need for new roadway capacity; and
- Can provide a testing ground for new evolving trucking technologies, electronic traffic management, and freight movement that have not yet been conceived.

The I-70 dedicated TOLs Corridor project is truly a corridor project that is needed. It is a clear solution whose time has come. The Missouri, Illinois, Indiana, and Ohio DOTs are committed to serving the transportation, trucking, manufacturing, retail, and all commercial industries and the citizens of this country, all of whom will benefit by making this vision a reality.

CORRIDORS OF THE FUTURE
PHASE II APPLICATION

APPENDIX A: LETTERS OF SUPPORT

AMERICAN TRUCKING ASSOCIATIONS
2200 Mill Road ★ Alexandria, VA ★ 22314-4677
(703) 838-1700 ★ www.truckline.com

Driving Trucking's Success

April 26, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Phase 2 Application requesting designation as a "Corridor of the Future"
I-70 Dedicated Truck Only Lanes Project

Dear Mr. Ray:

We, the undersigned organizations, support the ongoing research associated with the Interstate 70 Corridors of the Future application submitted by Missouri, Indiana, Illinois and Ohio. We believe that the projected growth in freight demand – in addition to passenger vehicle travel growth – on major freight corridors such as I-70 will likely require additional lane capacity. Due to the growth of truck traffic on this corridor, dedicated truck lanes might be justified, and we encourage further exploration of this concept.

Separating passenger and commercial vehicles will likely produce other benefits. For example, the different operating characteristics of cars and trucks, including their speed and maneuverability, sometimes create conflicts that put the safety of both vehicles in jeopardy. Creating a more uniform flow of traffic will reduce these conflicts and cut down on the number of accidents in the corridor. Furthermore, vehicle separation creates the opportunity for operation of more productive vehicles, such as those currently operating on various Eastern and Midwestern turnpikes. Increasing commercial vehicle productivity is vital to the success of the project.

We also support a fair and open analysis of funding options that is not predicated on a limited number of pre-selected options such as tolling. Market research indicates that proposals mandating use of tolled truck lanes will likely be met with significant public and political opposition. It is instructive to review the process undertaken by Virginia, which recently considered the feasibility of mandatory tolled truck lanes on I-81. The vast majority of comments received opposed truck tolls. Most commenters were not associated with the trucking industry. They were citizens living in the corridor who were legitimately concerned about the economic costs that would be imposed on businesses along the corridor and about the likely diversion of a significant number of trucks to secondary roads. These issues are similarly a concern on the I-70 corridor. Furthermore, because tolling creates a strong incentive for truck drivers to avoid the truck lanes, it is possible that a tolled facility - whether optional or mandatory - will not generate sufficient revenue to justify its construction.

We are excited by the possibilities that might be realized by the I-70 stakeholders, and strongly urge the I-70 COF applicants to consider all funding options, including dedicated increases in fuel taxes, sales taxes, vehicle registration fees and other sources of revenue. ATA may also pursue dedicated funding from new revenue in the next federal highway bill that could be applied to this project, and we look forward to the applicants' support for this effort.

Please let us know if we can be of any assistance as the application process moves forward.

Sincerely,

Tim Lynch
Sr. Vice President, Federation Relations
& Strategic Planning
American Trucking Associations

George Billows
Executive Director
Illinois Trucking Association

Kenny Cragen
President
Indiana Motor Truck Association

Tom Crawford
President and CEO
Missouri Motor Carriers Association

Larry Davis
President
Ohio Trucking Association

CC: Dan Murray, American Transportation Research Institute

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MARC
Mid-America Regional Council

May 22, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street
SW., Room 4213, Washington, DC 20590

Dear Mr. Ray:

The Mid-America Regional Council (MARC) is pleased to offer our support for designation of the Interstate 70 Corridor in the states of Missouri, Illinois, Indiana and Ohio as a "Corridor of the Future".

MARC is the Metropolitan Planning Organization for the greater Kansas City area. We recognize the importance of the I-70 Corridor as critical transportation link for our regional economy and a major artery for intrastate, interstate and international trade in Missouri. We are well aware of the growth in freight and passenger travel demand for this corridor as well as its existing limitations due to aging road and bridge infrastructure and lack of multi-modal facilities.

As stated in our position on the I-70 First Tier Environmental Document developed by the Missouri Department of Transportation and Federal Highway Administration, MARC believes the safety of motorists, the efficient movement of goods and services and the long-term economic benefits for the State of Missouri may require an emphasis on segregating truck and passenger car traffic in the I-70 Corridor. Because of this belief, MARC supports an in-depth review and analysis to determine whether separate, high-speed traffic lanes should be constructed along the existing alignment. MARC further supports the construction of such traffic lanes to be operated as toll facilities, if necessary, to ensure adequate maintenance and repair for the benefit of the shipping and transport industries.

MARC understands that any solutions to the transportation needs in this corridor will be expensive, complex in scope and may require phased implementation over many years. If the I-70 Corridor is designated as a Corridor of the Future, MARC remains committed to work with MoDOT and its partners to plan and develop financially feasible and environmentally sound solutions to meet these growing multi-modal transportation needs. If you have any questions about MARC's position on this matter, please feel free to call me at (816) 474-4240.

Sincerely,

David A. Warm
Executive Director

Copy – Pete Rahn, MoDOT

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

April 16, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

Dear Mr. Ray:

The East-West Gateway Council of Governments supports the joint application from the Illinois, Indiana, Missouri, and Ohio Departments of Transportation requesting designation of I-70 across the four states as a "Corridor of the Future." The efficient movement of goods through and within the St. Louis metropolitan area is one of the six focus areas that frame our transportation planning and decision-making process. We are interested in examining, through this project, the potential travel and economic benefits of dedicated truck lanes.

If the designation is approved, our MPO will participate in the planning and public participation processes needed to analyze the dedicated truck lane concept. We encourage US DOT to select I-70, from Ohio through Missouri, as a "Corridor of the Future."

Sincerely,

Les Sterman
Executive Director

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

WEST CENTRAL INDIANA
ECONOMIC DEVELOPMENT DISTRICT, INC.

Economic Development, Area 7 Programs on Aging and Disabled,
Transportation Planning
E-mail address: westcentralin.com
Area 7 E-mail address: area7AAD@netscape.net

An Equal Opportunity Employer

April 24, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Support for I-70 Dedicated Truck Lanes Phase II Application for Designation as a *Corridor of the Future*

Dear Mr. Ray:

As the Metropolitan Planning Organization (MPO) for Terre Haute and Vigo County, we support the joint application from the Missouri, Illinois, Indiana and Ohio Departments of Transportation requesting designation of Interstate 70 through these states as a *Corridor of the Future*. We recognize that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion and improve safety in our urban area. We also recognize that providing dedicated truck lanes encourages commerce and economic growth throughout the Midwest.

If Indiana is selected, we will actively support and participate in the planning and public participation processes needed to analyze and advance the concept of dedicated Interstate 70 truck lanes through Terre Haute and Vigo County. We encourage the U.S. Department of Transportation to select Interstate 70, from Missouri through Ohio, as a *Corridor of the Future*.

If you have any questions concerning our support for this project please feel free to contact myself or our Chief Transportation Planner, Ron Hinsenkamp, at (812) 238-1561.

Sincerely,

Melvin J. Nolot
Executive Director

PO Box 359, 1718 Wabash Ave., Terre Haute, IN 47808-0359
Phone: (812) 238-1561 or 1-800-489-1561 Fax: (812) 238-1564
www.westcentralin.com

MPO

April 30, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Support for I-70 Dedicated Truck Lanes Phase 2 Application for designation as a "Corridor of the Future"

Dear Mr. Ray:

The Indianapolis Metropolitan Planning Organization (IMPO) supports the joint application from the Missouri, Illinois, Indiana, and Ohio Departments of Transportation requesting designation of Interstate 70 through these states as a "Corridor of the Future." We recognize that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion and improve safety in our urban area. We also recognize that providing dedicated truck lanes may encourage commerce and economic growth throughout the Midwest.

If selected, our MPO will actively support and participate in the planning and public participation processes needed to analyze the concept of dedicated truck lanes through our urban area. We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Respectfully,

Michael Dearing
Manager

The Indianapolis Metropolitan Planning Organization

1821 City-County Building, 200 East Washington Street
Indianapolis, IN 46204-3310
Phone: (317)327-5155 Fax: (317)327-5103
www.indygov.org/indympo

mvrpc
MIAMI VALLEY
REGIONAL PLANNING COMMISSION

One Dayton Centre
One South Main Street
Suite 260
Dayton, OH 45402
Tel: (937)223-6323
Fax: (937)223-9750
TTY/TDD 800-759-0750
www.mvrpc.org

April 6, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Support for I-70 Dedicated Truck Lanes Phase 2 Application for designation as a "Corridor of the Future"

Dear Mr. Ray:

The Miami Valley Regional Planning Commission would like to express its support for the joint application from the Missouri, Illinois, Indiana, and Ohio Departments of Transportation to request designation of Interstate 70 through these states as a "Corridor of the Future." We recognize that the separation of truck traffic from vehicular traffic could be a viable strategy to reduce congestion and improve safety in our urban area. We also recognize that providing dedicated truck lanes may encourage commerce and economic growth throughout the Midwest.

In 1998, the Ohio Department of Transportation in cooperation with MVRPC completed and endorsed the I-70 Major Investment Study recommending improvements to the I-70 Corridor in Montgomery County that included the addition of a third lane to address capacity deficiencies. The lane addition was selected as the preferred alternative primarily due to the large percentage of commercial traffic in the corridor (currently 30 to 50 percent). Sections of I-70 have already been improved or are under construction with the remainder sections being recommended in the form of projects in the Regional Long Range Transportation Plan.

If selected, our MPO will actively support and participate in the planning and public participation processes needed to analyze and advance the concept of dedicated truck lanes through our urban area. We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Respectfully,

Donald R. Spang
Executive Director
Miami Valley Regional Planning Commission

76 East High Street
Springfield, Ohio 45502

937-324-7751
fax 937-328-3940
ccstcc@ci.springfield.oh.us
www.clarktcc.com

CLARK COUNTY-SPRINGFIELD
TRANSPORTATION COORDINATING COMMITTEE

May 14, 2007

Secretary, Mary E. Peters
U.S. Department of Transportation
Attn: James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Support for I-70 Dedicated Truck Lanes Phase 2 Application
for designation as a "Corridor of the Future"

Dear Secretary Peters,

In their regular business meeting held on April 13, 2007, the Clark County – Springfield Transportation Coordination Committee (TCC), the Metropolitan Planning Organization (MPO) for the Springfield, Ohio area, the committee voted to support the joint application from the Missouri, Illinois, Indiana, and Ohio Departments of Transportation requesting designation of Interstate 70 through these states as a "Corridor of the Future."

The motion was made by David Hartley, seconded by Nancy Brown, to support the Corridors of the Future Proposal by sending a letter of support the to USDOT.
Vote: Motion approved unanimously.

The members of the TCC recognize that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion and improve safety in our urban area. They also recognize that providing dedicated truck lanes may encourage commerce and economic growth throughout the Midwest.

If selected, the TCC will actively support and participate in the planning and public participation processes needed to analyze and advance the concept of dedicated truck lanes through our urban area. We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Respectfully,

Thea J. Walsh

Thea Walsh, Director
Clark County – Springfield TCC

MORPC

Mid-Ohio Regional Planning Commission

An association of local governments providing planning, programs and services for the region.

April 20, 2007

Secretary Mary E. Peters
U.S. Department of Transportation
Attn: Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Support for I-70 Dedicated Truck Lanes Phase 2 Application for designation as a "Corridor of the Future"

Dear Secretary Peters:

Enclosed is a copy of Resolution T-10-07: "Urging the U.S. Department of Transportation to Select 'The I-70 Dedicated Truck Lanes Corridor' Project for the Corridor of the Futures Program", which was passed by the Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) on April 19, 2007.

Interstate 70 serves as the central, east-west interstate corridor in Ohio, traveling nearly 225 miles across the state. While I-70 carries a substantial amount of daily traffic throughout the entire corridor, the highest traffic concentrations are along the 145-mile segment from I-75 to I-77, through the Central Ohio region.

In our metropolitan region, the I-70 corridor is a vitally important freight and transportation corridor. This corridor typically carry's 15,000 to 21,000 trucks per day and serves intermodal yards, such as the Norfolk Southern (NS) Discovery Park, the NS Buckeye Classification Yard, the CSX Parsons Classification Yard, and the future NS Rickenbacker Intermodal Facility, as well as numerous other freight origins, destinations, and transshipment points.

MORPC supports the joint application from the Missouri, Illinois, Indiana, and Ohio Departments of Transportation requesting designation of I-70 through these states as a "Corridor of the Future." We recognize that the separation of truck traffic from other vehicular traffic is a viable strategy to reduce congestion and improve safety in our urban area as well as improve the reliability of the corridor for moving freight. We also recognize that providing dedicated truck lanes may encourage commerce and economic growth throughout the Midwest.

285 East Main Street
Columbus, OH 43215-5272

Phone: (614) 228-2663

Fax: (614) 228-1904

TDD: 1-800-886-2663
www.morpc.org

If selected, our MPO will actively support and participate in the planning and public participation processes needed to analyze and advance the concept of dedicated truck lanes through our urban area. We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Respectfully,

Chester R. Jourdan, Jr.
Executive Director

CJ:VM:ak

Enclosures

RESOLUTION T-10-07

"URGING THE U.S. DEPARTMENT OF TRANSPORTATION TO SELECT 'THE I-70 DEDICATED TRUCK LANES CORRIDOR' PROJECT FOR THE CORRIDOR OF THE FUTURES PROGRAM"

WHEREAS, the Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Columbus Metropolitan Area; and

WHEREAS, the movement of freight and the logistic industry are critical to the economy of the region; and

WHEREAS, MORPC continuously works on freight and logistics partnerships and studies such as the Rickenbacker Intermodal facility, the Heartland Corridor Project, the Ohio Rail Development Commission's Ohio Hub Plan, Inland Port Reports, the Central Ohio Freight Fact Book, the Central Ohio Regional Rail Study, and Ohio Freight Impacts on Ohio Roadway System Study and the Rickenbacker Road Network Development Assessment; and

WHEREAS, in September 2006 the U.S. Department of Transportation requested applications in response to the establishment of a Corridor of the Futures Program, which would accelerate the development of multi-state, and possibly multi-use, transportation corridors to help reduce congestion; and

WHEREAS, the U.S. Department of Transportation selected the "The I-70 Dedicated Truck Lanes Corridor" proposal of the states of Indiana, Missouri, Illinois, and Ohio for advancement to Phase 2 of the Corridor of the Futures Program, one of only 14 selected of the original 38 proposals that were submitted; and

WHEREAS, the I-70 Corridor is a vitally important regional freight and transportation corridor typically carrying 15,000 to 21,000 trucks per day and serving intermodal yards, such as the Norfolk Southern Discovery Park, the NS Buckeye Classification Yard, the CSX Parsons Classification Yard, and the future NS Rickenbacker Intermodal Facility, as well as numerous other freight origins, destinations, and transshipment points; and

WHEREAS, the future NS Rickenbacker Intermodal Facility will leverage investments U.S. DOT is already making in the Heartland Corridor Project, which is designed to improve mobility and increase freight capacity to the major markets of Columbus and Chicago from the Port of Virginia; now therefore

BE IT RESOLVED BY THE POLICY COMMITTEE OF THE **MID-OHIO REGIONAL PLANNING COMMISSION:**

Section 1. That it urges the U.S. Department of Transportation to select "The I-70 Dedicated Truck Lanes Corridor" in its Corridor of the Futures Program.

Section 2. That, if the project is selected, MORPC is committed to assisting the project sponsors with staff time for public involvement and data analysis.

Section 3. That the Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

Virginia Barney

Virginia Barney, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

4-19-07

Date

Prepared by: Transportation Staff

LCATS
LICKING COUNTY AREA TRANSPORTATION STUDY (LCATS)

LICKING COUNTY AREA
TRANSPORTATION STUDY (LCATS)

20 South Second Street, Newark, OH 43055
(740) 670-5190
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www.lcats.org

Sandra R. Mapel, P.E.
Technical Study Director

April 12, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Support for I-70 Dedicated Truck Lanes Phase 2 Application for designation as a "Corridor of the Future"

Dear Mr. Ray:

The Licking County Area Transportation Study (LCATS), the Metropolitan Planning Organization for the Newark, Ohio urbanized area supports the joint application from the Missouri, Illinois, Indiana, and Ohio Departments of Transportation requesting designation of Interstate 70 through these states as a "Corridor of the Future." We recognize that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion and improve safety in our urban area. We also recognize that providing dedicated truck lanes may encourage commerce and economic growth throughout the Midwest.

If selected, our MPO will actively support and participate in the planning and public participation processes needed to analyze and advance the concept of dedicated truck lanes through our urban area. We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Respectfully,

Jerry Brems

Jerry Brems
Executive Director

Brooke-Hancock-Jefferson
Metropolitan Planning Commission
124 North Fourth Street
Second Floor
Steubenville, Ohio 43952-4498

May 3, 2007

Secretary Mary Peters
U.S. Department of Transportation
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

Attn: Mr. James D. Ray, Chief Counsel

RE: Support for "Corridor of the Future" designation for I-70 Dedicated Truck Lanes Phase 2 Application

Dear Secretary Peters:

The Brooke-Hancock-Jefferson Metropolitan Planning Commission, the designated Metropolitan Planning Organization (BHJMPO) for the Weirton-Steubenville, WV-OH Urbanized Area, supports the joint application from the Missouri, Illinois, Indiana, and Ohio Departments of Transportation requesting designation of Interstate 70 through these states as a "Corridor of the Future." The BHJMPO recognizes that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion and improve safety in our area in eastern Ohio and the north panhandle of West Virginia. We also recognize that providing dedicated truck lanes may encourage commerce and economic growth throughout the Midwest.

If selected, BHJMPO will actively support and participate in the planning and public participation processes needed to analyze and advance the concept of dedicated truck lanes through our urban area. We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Respectfully,

James Branagan, President
BHJ Technical Advisory Committee

Michael J. Paprocki
BHJ Transportation Study Director

Phone: (740) 282-3685 **Fax: (740) 282-1821** **Email: bhjmpc@bhjmpc.org**

CORRIDORS OF THE FUTURE
PHASE II APPLICATION

APPENDIX B: CONTACTS WITH NEIGHBOR STATES

suzann

From: suzann [srhodes@wilbursmith.com]
Sent: Friday, April 20, 2007 4:23 PM
To: 'Latkins2@dot.state.wv.us'; 'jsothen@dot.state.wv.us'; 'jritzman@state.pa.us'; 'sgaudio@sha.state.md.us'
Cc: 'SSmith@indot.in.gov'; 'EHays@Indot.in.gov'
Subject: I-70 dedicated truck lanes - Corridor of the Future Application
Importance: High
Attachments: Overview I-70 CoF Application.doc; Phase 1 application I-70.pdf; Fed regs COF.pdf

Dear Mr. Jim Sothen (WVDOT); Mr. Jim Ritzman (PennDOT); and Mr. Gaudio (MDDOT):

Indiana DOT has been invited by USDOT to submit a Phase 2 application to have the I-70 corridor from Kansas City Mo. to the Ohio border near Wheeling, designated as a "Corridor of the Future." The four states participating in the application *(Missouri, Indiana, Illinois, and Ohio)* are proposing to develop dedicated truck-lanes along their portion of the corridor.

INDOT Commissioner Browning and FHWA asked that we contact WV, PA, and MD DOTs to inform them of the application and invite them to participate in the feasibility analysis and project if the corridor is selected.

We are not asking for your commitment - we do want to explain the Corridors of the Future Program and invite you to join us in this endeavor, if the I-70 corridor is selected.

The Corridors of the Future program is part of the National Congestion Initiative. The goal is to identify and help fast track projects on corridor of national significance that will reduce congestion and improve commerce. Fourteen of the 38 submissions in Phase 1 have been invited to submit a Phase 2 application. Only 3-5 projects will be selected for designation. Attached are background materials that provide details on the program. Below are the web links that discuss the program.

Corridors of the Future Program http://www.fightgridlocknow.gov/corridors.htm

US DOT initiative on Congestion http://www.fhwa.dot.gov/congestion/index.htm

Our staff at Wilbur Smith has been contracted to prepare the application and manage the liaison activities for the four participating state DOTs. We look forward to hearing from you relative to your interest in the I-70 submission. I am available at your convenience to discuss the application and the program.

Thank you and have a great weekend.

for INDOT,

Suzann S. Rhodes, AICP
Wilbur Smith Associates
6660 Doubletree Avenue, Suite 18, Columbus, Ohio 43229
w: 614 888-9440 x 242 c: 740 225-2705 f: 614 888-6021
SRhodes@WilburSmith.com
www.WilburSmith.com

CORRIDORS OF THE FUTURE
PHASE II APPLICATION

APPENDIX C: ENVIRONMENTAL STEWARDSHIP

Examples of Environmental Stewardship/Streamlining			
State	**Date**	**Stewardship/Streamlining Practice**	**Summary**
CA		Website for Permitting Agencies and Environmental Groups	Introduced the San Francisco-Oakland Bay Bridge East Span Biological Mitigation Website for permitting agencies and environmental groups. The website includes all biological reports, work plans, permits, and monitoring protocols related to the East Span Project.
CA		Mitigation Monitoring and Reporting Record	MMRR summarizes the environmental commitments to be completed as part of the project. MMRR helps identify specific sections and staff responsible for follow-through to not only get the item into the PS&E but also to make sure the mitigation measure is constructed.
CO		CDOT's Council of Resource Agencies	CDOT created a Council of Resource Agencies (Council) to address project commitments and discuss resource agency concerns prior to a project's construction. High-level personnel from the U.S. Army Corps of Engineers (USACE), EPA, Bureau of Land Management, U.S. Fish and Wildlife Service (FWS), and FS participate on the Council, which holds quarterly meetings with CDOT.
IL	9-Mar-05	Concurrent NEPA/404 Processes and State Implementation Agreement	This SIA commits its signatories to the following: (1) Potential impacts to waters of the United States, including wetlands, in Illinois shall be considered at the earliest practical time in the planning phase of project development. (2) Adverse impacts to such waters and wetlands shall be avoided to the extent practicable and unavoidable adverse impacts shall be minimized and mitigated to the extent reasonable and practicable. (3) Interagency cooperation and consultation shall be diligently pursued throughout the integrated NEPA/404 process to ensure that the concerns of the regulatory and resource agencies are given timely and appropriate consideration and that those agencies are involved at key decision points in project development.
IL	9-Mar-05	Environmental Survey	The Illinois Department of Transportation (IDOT) tracks its project through the environmental survey process using the Project Monitoring Application (PMA) database.
IL	NA	Historic Bridge Memorandum of Understanding	The MOU required the development of a historic bridge survey that consists of a primary and a secondary list identifying all highway bridges in Illinois under IDOT jurisdiction that are eligible for inclusion in, or are already included in, the NRHP. All other highway bridges under IDOT jurisdiction will be considered to have no historic value and may be repaired or replaced without further review.

IL	25-Jul-05	Illinois DOT Wetlands Action Plan and Programmatic Agreement	The programmatic agreement sets up two types of actions: programmatic review and standard review. Programmatic review actions involve impacts to wetlands only in areas where construction is within existing rights-of-way (ROW), or in a new ROW that is contiguous to the existing ROW, where no practicable alternative would avoid adverse wetland impacts. These actions qualify for the minimum wetland replacement ratios (1:1 restoration, 1.5:1 enhancement, and 2:1 preservation) and project-specific coordination with the IDNR is not required. IDOT compensates for these wetland losses on-site, off-site or at a bank. Standard review actions (those that do not qualify for programmatic review) require consultation with IDNR on a project-by-project basis, involve higher wetland replacement ratios (1.5:1 to 5.5:1) and the preparation of conceptual and final compensation plan that are approved by the IDNR.
IL	25-Jul-05	Illinois Establishment of Timeframes for EISs and Eas	All EIS and EA documents initiated after the start of the Federal Fiscal Year 2004 will have negotiated timeframes for the environmental review process. Areas of focus for the timeframe will include good project management, timeliness, project efficiencies, and accountability. The FHWA and IDOT will work together to establish these timeframes. FHWA and IDOT will then provide a copy of the timeframe to the involved environmental review and permitting agencies (e.g., USACOE, USFWS) as part of the early the coordination/scoping process.
IL	9-Mar-05	Programmatic Agreement for the Mitigation of Adverse Effects to Archaeological Habitation Sites	This PMOA covers archaeological sites that are significant and of value chiefly for the information on prehistory or history that they are likely to yield through archaeological, historical, and scientific methods of information recovery. Processing these sites under this PMOA eliminates the need to develop individual Memorandums of Agreement (MOAs) on a project-by-project basis.
IN	1-Mar-07	Delegation of Section 106 Authority to the State DOT	The procedures authorize INDOT and LPAs to initiate Section 106 consultation on behalf of FHWA for projects listed in the INDOT Statewide Project Monitoring System. Required Section 106 documentation can be incorporated into a project's Environmental Impact Statement, streamlining the NEPA process.
IN	1-Mar-07	Environmental Commitments	The following documents are being either developed or revised to reflect this: Indiana Categorical Exclusion Manual, Procedural Manual for Preparing Environmental Documents, Project Development Process Manual, Consultant Review Guideline Manual, Design Manual, Appraising Manual, General Instructions to Field Employees and Construction Memos.
IN	2-Mar-07	Indiana's Categorical Exclusion Manual	The manual was developed to guide INDOT environmental staff, local public agencies, and consultants in the confirmation and preparation of federally funded categorical exclusions and state-funded categorical exemptions and as a scoping tool for EAs and EISs. Standardized forms were developed to provide a consistent process resulting in a more thorough and efficient advancement of projects that are expected to have a minor environmental impact.

IN	2-Mar-07	Indiana's Streamlined EIS Procedures	The procedure was developed to eliminate the duplication of activities between planning studies and the subsequent environmental analysis carried out under NEPA – primarily for projects that require preparation of an EIS.
IN	2-Mar-07	INDOT's Waterway Permits Manual	The manual was developed to provide a background, overview, and overall understanding of waterway permits that might be required for INDOT transportation project in Indiana.
IN	26-Jul-05	NEPA Training for Consultants	INDOT mandates that the consultants working for INDOT become trained and certified by INDOT on unique environmental aspects.
IN	26-Jul-05	Scope/Environmental Compliance Certification/Permit Application Certification	It serves as a checkpoint at four different design stages to assure that the design has incorporated all environmental commitments. This tool certifies that the requisite permits have been acquired and the associated conditions/requirements have been included in the plans, specifications, and estimates (PS&E).
IN	26-Jul-05	Statewide GIS System	INDOT is compiling 170 layers of information commonly used for planning and environmental purposes to create a statewide GIS system.
IN	NA	Streamlined Environmental Procedures	Indiana transportation and resource agencies, assembled as the Environmental Streamlining Task Group, developed Indiana's Streamlined Environmental Procedures to bring the NEPA process into early transportation planning and decision-making. Finalized July 6, 2001, the procedures call for initiating major planning corridor studies as Environmental Assessments (EAs), thus engaging resource agencies in the development of purpose and need and the screening of preliminary alternatives. If the project involves significant impacts, a Notice of Intent is issued to develop an Environmental Impact Statement (EIS). EIS project development then begins where EA project development ended, ensuring a seamless decision-making process. This streamlined process will eliminate duplication of effort between planning and NEPA studies, resulting in more efficient decisions.
IN	NA	INDOT's Environmental Coordinator	An environmental coordinator for non-NEPA compliance is staffed in each INDOT district and is responsible for monitoring compliance within INDOT's operations. This position focuses on applicable regulations protecting resources such as air, water, and soil. It is the responsibility of the environmental coordinator to train construction and maintenance personnel on environmental permitting, regulations, and methodologies to ensure that highways are environmentally "friendly" and conform to all laws and regulations. Likewise, the environmental coordinators assist in developing and undertaking environmental research projects, best management practices, and the establishment of environmental policy. They are also responsible for inspecting construction sites to ensure compliance with permits and mitigation.

IN	NA	Mitigation Memo	A Mitigation Memo is prepared by the INDOT Public Hearings Section, which reviews the six-month letting list to identify projects ready for construction. The Mitigation Memo includes the mitigation chapter of the approved environmental document, a design summary that documents how environmental commitments are implemented in the final design, and the Fish and Wildlife Review Form that documents stream-related restrictions and special provisions. This Mitigation Memo serves as a reminder for project designers and land acquisition and construction personnel to assure that all requisite and special provisions have been included in the final P&E assembly. In addition, the Mitigation Memo notifies construction staff of the commitments they are expected to implement.
IN	NA	Mitigation Commitment Summary	INDOT includes its mitigation commitment summary in NEPA documents and project plans. In addition, INDOT will include the summary in its electronic project tracking system, which will be completed in 2003. By incorporating the summary into the tracking system, INDOT will increase the effectiveness of the summary and support more complete implementation of environmental commitments.
KY		KYTC's Environmentally Sensitive Ethic	KYTC's "Environmental Path," which was officially implemented in February 2003, includes an Environmental Policy that promotes stewardship, leadership, partnering, practice, and commitment as key principles in developing a successful environmental culture throughout the organization. Through this new policy and holistic approach to transportation decisionmaking, KYTC aims to improve training, encourage environmental leadership among KYTC staff, and emphasize CSD/CSS to enhance quality of life. To change how business is done, KYTC focuses on the public and stakeholders and strives to deliver projects in a manner that balances project delivery with sensitivity to the human and natural environment.
MD		Environmental Compliance/Consideration Checklists	Environmental Compliance/Consideration Checklists are prepared for all major projects and summarize all environmental mitigation and project commitments, as well as identify areas that require further study or analysis during subsequent phases of the project.
MO	20-Mar-07	Cobblestone Street Interpretative Park	Archeological investigations of the site revealed that although some of the original road was damaged, much of the road remained in excellent condition. To preserve the remaining portions of the road, stakeholders agreed to develop an “interpretative park” around the site. Damaged portions of the road were repaired with salvaged cobblestones, and the park included not only the road, but incorporated portions of the Old Trails National Highway Bridge.
MO	25-Jul-05	Development of I-70 Website	One website, www.improvei70.org, provides the public with information and the capability to ask questions and provide comments. The other website is interactive and allows authorized users to read project related documents, such as meeting announcements, agendas, and meeting minutes.

MO	25-Jul-05	Interstate 70 First Tier Environmental Impact Statement	Tiering is being used in order to quickly decide whether or not to build a parallel roadway, involve the public in and inform them about project decisions, and address problems before final decisions are made. By evaluating the entire 200-mile corridor in the first tier, environmental issues are identified and are known collectively as opposed to the more limited traditional project approach.
MO	29-Aug-06	Missouri's I-70 Tiered EIS Process - Case Study	In January 2000, MoDOT initiated the I-70 Improvement Study to identify strategies to address the long-term needs of the corridor. MoDOT, along with the FHWA, decided to use tiering to conduct the planning and the NEPA activities to help expedite the study process.
MO	NA	Otter Creek Bridge Airlift	The Iowa National Guard flew a twin-blade Chinook Helicopter from Iowa to Caldwell County, Missouri, picked up the historic 1875 Otter Creek Bridge, and transported it 12 miles to Polo, Missouri, where it is now being preserved and used as a pedestrian bridge on a hiking trail in the local city park.
MO	NA	Pink Mucket relocation, habitat enhancement, and agency coordination	Upon learning that the replacement of the US Highway 61 bridge over the Meramec River would take place in the habitat of the Pink Mucket, an endangered species of freshwater mussel, MoDOT entered into informal consultations with the USFWS. In these consultations, MoDOT and FWS discussed ways that the project's impact could be ameliorated, including relocation options, mussel habitat creation, and a monitoring plan. Because of this early discussion, FWS indicated that formal consultations would not be necessary for this project and that FWS would concur with a MoDOT Biological Assessment that determined that the project would be "Not Likely to Adversely Affect."
MO	NA	Public Participation at the Pendleton Site in Miller County	In addition to developing a public brochure, MoDOT archaeologist invited local citizens to participate in parts of the site excavation process. Over 400 people – including students – participated in excavation activities.
MO	30-Mar-07	Socio-Economic Indicator Resource	MoDOT Socio-Economic Indicator Resource is a joint collaboration between MoDOT and the Office of Social and Economic Data Analysis (OSEDA) to provide up-to-date, authoritative data and information for use in transportation planning and project development. The Indicator Resource Web Page makes available data, maps, tables, charts and graphics and analysis at the level of geography meaningful to MoDOT personnel. Geographic data are divided into the following categories of interest: Missouri Counties, Planning Districts, Regional Planning Commissions, Metropolitan Planning Organizations, and Corridor Studies.
MO	NA	Strategic Total Transportation Plan	In 1997, the Missouri Department of Transportation finalized development and environmental review processes.
NC		Environmental Stewardship Policy	The North Carolina Board of Transportation adopted the Department's first environmental stewardship policy on February 7, 2002. The policy stresses the importance of balancing daily operations and environmental responsibility and strongly encourages employees to incorporate the principles of safety, environmental stewardship, and customer focus into their daily activities.

NJ		NJDOT's Environmental Plan Sheets and Checklists	NJDOT uses both environmental plan sheets and environmental reevaluation checklists to communicate commitments throughout all phases of project development. Instead of writing commitments only in the contract document, NJDOT outlines commitments in environmental plan sheets and includes those sheets directly in project plans. By placing the environmental commitments in its project plans, NJDOT increases the likelihood of meeting environmental commitments. The environmental reevaluation checklist reflects the commitments stated in the NEPA document. The checklist was developed to compensate for the length of time between issuance of the Record of Decision and the acquisition of Right of Way (ROW). NJDOT also uses the checklist for any new or supplemental funding requests for NEPA projects. The checklist contains permit information, agency approvals, Executive Orders for wetlands and floodplains, and an environmental inventory of impacted resources.
NJ		NJDOT's Agreement with USACE	NJDOT is one of two State DOTs in the nation that has an agreement with the USACE to do Section 404 internal permitting for inland freshwater wetland permits (Ohio is the other State DOT with this agreement). Few State DOTs have used this option, as it is resource intensive. However, internal Section 404 permitting does streamline the Section 404 permitting process.
NJ		NJDOT's Memoranda of Agreement	NJDOT has two memoranda of agreement with the New Jersey Department of Environmental Protection (NJDEP) to fund positions in NJDEP's Historic Preservation Office. Interagency funded positions benefit both agencies by guaranteeing that these NJDEP staff positions are dedicated to conducting Section 106 reviews for NJDOT projects and by ensuring that historic preservation is considered during project development.
NY		NYSDOT's Environmental Flow Charts	The FHWA New York Division developed environmental flow charts to outline NYSDOT procedural functions. FHWA has developed 22 flow charts, with each identifying the process attributed to specific issues or phases of project development. For example, the environmental justice flow chart lists relevant Federal laws and guidance documents, defines terms, and explains conditions requiring Federal action.
OH	25-Jul-05	Corridor Studies	The ODOT has two corridor studies: the North/South Transportation Initiative and the Central Viaduct/Inner Corridor Study in Cleveland. Both of these studies integrate planning and environment.
OH	30-Mar-07	Cultural Resources GIS	ODOT formed an innovative alliance with the Ohio Historical Society/State Historic Preservation Office (OHS/OSHPO) to overcome resource constraints to the development of spatial databases. This partnership resulted in the development of a GIS based on MAPIT (Mapping and Preservation Information Technology) software to document over 120,000 Ohio Historic Inventory (OHI) and Ohio Archaeological Inventory (OAI) features, such as individual properties and historic districts listed on the National Register of Historic Places in Ohio.

OH	25-Jul-05	History/Architecture Thematic Review and Table	Both the thematic review and thematic table allow researchers to organize field data and observations in a way that eliminates the need to fill out Ohio Historic Inventory forms on each property. As a result, ODOT can prepare field survey documents quickly and review such documents with the Ohio State Historic Preservation Officer in a timely manner.
OH	NA	Merged Transportation Planning and Environmental Review Project Development Process	ODOT is bringing preliminary engineering, design, and value engineering into the process earlier. ODOT is incorporating more points of communication among ODOT staff, requiring all efforts to begin by considering planning, and removing duplicative processes and efforts by various ODOT staff.
OH	26-Jul-05	ODOT's Programmatic Agreement for Categorical Exclusions	Allow a variety of projects to be processed as low-level, simple CEs rather than requiring preparation of EAs or EISs. This increased flexibility is based on ODOT's past experiences and uses an impact-based approach for analyzing environmental resources rather than processing "typical" projects under a standard document format as in the past.
OH	26-Jul-05	ODOT's Section 4(f) Programmatic Agreement	The programmatic agreement reduces processing time and streamlines approval of Federal actions involving temporary and/or permanent use of right of way from certain properties that are protected under 23 CFR 771.135 Section 4(f).
OH	2-Sep-05	ODOT's Compensatory Mitigation for Impacts to Streams	Primarily driven by water quality and antidegradation requirements, ODOT has been performing compensatory mitigation for impacts to streams since 1998. ODOT's programmatic approach has included several large "pooled" stream mitigation areas created to address impaired waters and high-quality resources in need of protection, which were identified by the Ohio Department of Natural Resources. ODOT has undertaken the restoration of more than 100,000 linear feet of stream in the past 2 1/2 years, along with the preservation of another 116,000 linear feet of priority riparian corridors threatened by development or other concerns.
OH	NA	Programmatic Agreement for Applicability Determination and Programmatic Section 4(f)	The new PA will reduce the Section 4(f) processing time for those Federal actions involving temporary and/or permanent occupation of minor amounts of publicly owned parks, recreation areas, wildlife or waterfowl refuges, or historic sites that are adjacent to existing highways.
OH	NA	Programmatic agreements for CE's and NEPA/404	The Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) Ohio Division have a NEPA/404 merger process agreement and a liberal programmatic agreement for Categorical Exclusions that is based on project type and level of impact. ODOT is also working on a programmatic agreement for Section 4(f).
OH	NA	Required Training for Staff and Consultants	ODOT trains consultant and employees in discipline specific areas. All training attendees must pass certain tests to receive class credit. In addition to this required training, consultants and employees must have specific experience before they can be pre-qualified to work in related areas.
OH	26-Jul-05	Review of Major Construction Projects Related to Erosion	ODOT employs erosion and sediment consultants to inspect major construction projects in order to pro-actively address problems before erosion can occur.

OH	NA	Section 106 Memorandum of Understanding	A Section 106 memorandum of understanding (MOU) for ODOT maintenance and minor highway projects with no potential to impact historic resources, which reduces paperwork, lists 25 project types or activities that are exempt and require no further review under 36CFR Part 800.
PA		Cultural Resources Section Updates	PENNDOT's Cultural Resources Section has made several changes to their program in the last five years to improve stewardship and streamlining. Archaeologists and architectural historians have been added to each of the five (multi-district) regions to scope projects early on, then follow projects through the Section 106 process and act as liaisons with the SHPO, FHWA, consulting parties, and design team. PENNDOT has established a broad outreach effort that includes a web presence (www.penndotcrm.org), a publication series for both technical and popular audiences, and an annual conference, "Byways to the Past."
TX		TxDOT's Environmental Tracking System	TxDOT's central office has introduced an Environmental Tracking System (ETS) to be used by all of its districts. ETS is part of TxDOT's overall compliance initiative known as Environmental Permits, Issues, and Commitments (EPIC). EPIC helps TxDOT staff ensure that commitments are addressed during project development and implemented through design, construction, and maintenance. ETS is one tool that allows TxDOT districts to track project documentation, comments, surveys, public involvement, interagency coordination, and issues regarding Section 4(f) of the 1966 U.S. DOT Act. ETS also automatically generates a spreadsheet that calculates the estimated timeframe for environmental clearance and ROW acquisition. Each district has a district environmental quality coordinator (DEQC) who is required to perform field and office ROW record reviews on construction and maintenance projects. DEQCs base their reviews on items listed in the EPIC.
TX		TxDOT's Environmental Commitment Checklist	An Environmental Commitment Checklist for construction, maintenance, and facilities projects used by TxDOT's Houston District is now being implemented statewide. This checklist is similar to those used by DOTs in implementing traffic controls in a project. It provides the contractor with a method to operate while implementing and complying with environmental commitments and permit conditions. The checklist offers a yes/no/non-applicable option for specific documentation permits, general conditions, control measures, inspections, water resource compliance, and other environmental requirements. The checklist is used by the DEQC when reviewing projects for compliance with environmental permits, issues, and commitments.

		Western Federal Lands Highway Division	WFLHD is establishing a process to more effectively review and monitor how well environmental mitigation is being addressed in the final design/PS&E approval stage, which occurs just prior to the advertisement for construction bids. The same environmental staff prepare the NEPA documents, carry the mitigation commitments into design, obtain permits as needed, and review the final design plans and specifications. Following this process, a detailed summary of the status of the project's environmental commitments is developed. The same environmental staff also provides field assistance during construction and conducts a post construction review to verify the successful implementation of the mitigation measures.
	Jul-06	Efficient Environmental Reviews for Project Decision-making	The "participating agencies" category was created to ensure that interested agencies have a chance to comment during specific phases of the environmental review process. The lead agency must designate the participating agencies and must also collaborate with them on the development of the coordination plan and the methodology to be used for the alternatives analysis.
	May-06	Environmental Conflict Resolution: Working Together to Make Better Decisions	OMB and CEQ issued a joint Memorandum promoting the use of ECR. The Memorandum directs all Federal departments and agencies to document their ECR planning and implementation efforts in an annual report submitted to OMB and CEQ. Documentation includes an agency self-audit to analyze how ECR may be applied to environmental disputes when they occur, and to plan for increasing institutional capacity for ECR where appropriate.
	Jun-05	Navigating Section 4(f): Updated Policy Paper and New Programmatic Evaluation Now Available	FHWA Updates Its Section 4(f) Policy Paper
SC	Apr-05	South Carolina's Interstate 73 Interagency Partnership	Use of Corridor Analysis Tool, Three-Tiered Approach for Involvement, Development of Negotiated Timeframes, Foster Continued Commitment, Involve Agency Leadership
	Nov-04	Integrated Planning: Working to Combine Different Needs and Strageties	The ecosystem approach is characterized as a method for sustaining or restoring natural systems and their functions and values. Based on a collaboratively developed vision that integrates ecological, economic, and social factors, it is applied within a geographic framework defined primarily by ecological boundaries.
AZ	Dec-03	Facilitated Interagency Coordination in Arizona Leads to Memorandum of Understanding and Operating Agreement	Since 2000, a facilitator has helped the interagency team and its subgroups improve communication, address common areas of concern, and streamline the environmental review and project development process for transportation projects on or near public lands. As working relationships have improved, ADOT, BLM, and FHWA have successfully reduced duplication of work and minimized project delays in the ROW, materials acquisition, NEPA, and abandoned roads processes.

	Jun-03	33 Months or Less: FHWA Study Highlights Common Sense Streamlining	FHWA used the following criteria to select projects as case studies: Projects must have identifiable lessons learned that other states can use. Projects must have had a full EIS prepared and completed. Environmental streamlining measures can make the most difference on EIS projects as they normally take longer than those requiring other levels of environmental documentation. Projects must have completed the EIS process (the time between the issuance of the Notice of Intent and the signing of the Record of Decision (ROD)) in less than three years. FHWA chose this period because it is below the average mean time for EISs for FHWA projects (determined from earlier research) and because a reasonable number of projects that met this time criterion already existed. Projects must have had RODs issued between 1998 and 2000.
MO	Dec-02	Tiering Can Work: Missouri's I-70 Project	The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) Missouri Division are using tiering to address the long range needs of a 200-mile section of Interstate 70 (I-70) in their state. MoDOT chose to use tiering in order to involve and inform the public about project decisions, to address problems before final decisions were made, and to decide promptly whether or not to build a parallel facility. The I-70 tiering process will take approximately four years to complete, rather than the six to seven years complex corridor studies typically take in Missouri.
NC	Jun-02	North Carolina's Solution: Good Mitigation, Faster Permits, Better Water Quality	As an environmental streamlining laboratory, North Carolina will promote environmental stewardship, improve the quality of the state's transportation services and environment, better meet customer needs, and further build trusted partnerships among state and Federal transportation and resource agencies. North Carolina will accomplish these goals by developing and implementing specific tasks and activities focused on the effective and efficient integration of transportation and environmental decision-making. The results of the laboratory will be applicable to future projects. The initiatives developed are integral components of the streamlining laboratory concept and include: Implementing permitting and mitigation process improvements, Expanding the use of Geographic Information Systems technology in project planning, Engaging the public and resource agencies early in the project development process, Using context sensitive design and maintenance strategies.
WA	Feb-02	"One-Stop" Permitting: Washington State's Environmental Permit Streamlining Act	Washington is the first state in the nation to create a new state committee, the Transportation Permit Efficiency and Accountability Committee (TPEAC), with the authority to develop a streamlined, "one-stop" permit process. "This bill will serve as a national model of how government agencies at all levels can coordinate and possibly integrate their individual procedures to give projects thorough reviews, allow full public involvement, and arrive at decisions more speedily."

CORRIDORS OF THE FUTURE
PHASE II APPLICATION

APPENDIX D: COST ESTIMATES

Corridors of the Future Phase II Application
Summary

TOL Total Cost:				
State	**2007Cost With Bypass**	**2007 Cost Without Bypass**	**2020 Cost With Bypass**	**2020 Cost Without Bypass**
Missouri	$ 4,591,000,000	$ 5,761,000,000	$ 7,830,000,000	$ 9,825,000,000
Illinois	$ 3,294,000,000	$ 2,953,000,000	$ 5,618,000,000	$ 5,036,000,000
Indiana	$ 3,374,000,000	$ 3,803,000,000	$ 5,754,000,000	$ 6,486,000,000
Ohio	$ 7,441,000,000	$ 8,093,000,000	$ 12,690,000,000	$ 13,802,000,000
Total	**$ 18,700,000,000**	**$ 20,610,000,000**	**$ 31,892,000,000**	**$ 35,149,000,000**

Missouri TOL Cost:

Segment #	Segment Description	Area Type	Project Type	# of Lanes	Length		
1	Terminus @ I-470						
2	Previously Calc'd. Cost						
3a1	St. Louis Metro	Interstate-Pop 200-1,000K	Add Lanes, Ex Align	4	32		
3a2	St. Louis City Limits	Interstate-Pop > 1,000K	Add Lanes, Ex Align	4	9		
3b	St. Louis Bypass	Interstate-Flat	Add Lanes, New Align	8	50		

Segment #	Type of GPO Interchanges	Type of Truck Access Interchanges	# of GPO Interchanges	# of Truck Interchanges	Roadway Cost	Interchange Cost	Total Segment Cost
1	None	Urban Truck-Reconstruction	0	1	$ -	$ 100,000,000	$ 100,000,000
2	None	None	0	0	$ 3,135,000,000	$ -	$ 3,135,000,000
3a1	Urban GPO-Reconstruction	Urban Truck-Reconstruction	20	2	$ 745,000,000	$ 800,000,000	$ 1,545,000,000
3a2	Urban GPO-Reconstruction	Urban Truck-Reconstruction	12	1	$ 521,000,000	$ 460,000,000	$ 981,000,000
3b	Rural GPO-New	Rural Truck-New	8	2	$ 1,076,000,000	$ 280,000,000	$ 1,356,000,000
					Total Cost w\ Bypass	$ 4,591,000,000	
					Total Cost w\o Bypass	$ 5,761,000,000	

Illinois TOL Cost:

Segment #	Segment Description	Area Type	Project Type	# of Lanes	Length		
1a	MO State Line to Exit 21 (4)	Interstate-Pop 200-1,000K	Add Lanes, Ex Align	4	25		
1b	E. St. Louis Bypass	Interstate-Flat	Add Lanes, New Align	8	55		
2	Exit 21 (4) to Exit 92 (S I-57)	Interstate-Flat	Add Lanes, Ex Align	4	71		
3	Exit 92 (S I-57) to Exit 98 (N I-57)	Interstate-Pop <50K	Add Lanes, Ex Align	4	6		
4	Exit 98 (N I-57) to IN State Line	Interstate-Flat	Add Lanes, Ex Align	4	57		

Segment #	Type of GPO Interchanges	Type of Truck Access Interchanges	# of GPO Interchanges	# of Truck Interchanges	Roadway Cost	Interchange Cost	Total Segment Cost
1a	Urban GPO-Reconstruction	Urban Truck-Reconstruction	10	3	$ 582,000,000	$ 600,000,000	$ 1,182,000,000
1b	Rural GPO-New	Rural Truck-New	8	3	$ 1,183,000,000	$ 340,000,000	$ 1,523,000,000
2	Rural GPO-Reconstruction	Rural Truck-Reconstruction	8	3	$ 551,000,000	$ 240,000,000	$ 791,000,000
3	Urban GPO-Reconstruction	Urban Truck-Reconstruction	3	2	$ 77,000,000	$ 290,000,000	$ 367,000,000
4	Rural GPO-Reconstruction	Rural Truck-Reconstruction	4	2	$ 443,000,000	$ 140,000,000	$ 583,000,000
					Cost of Weigh Stations	$ 30,000,000	
					Total Cost w\ Bypass	$ 3,294,000,000	
					Total Cost w\o Bypass	$ 2,953,000,000	

Indiana TOL Cost:

Segment #	Segment Description	Area Type	Project Type	# of Lanes	Length		
1	IL State Line to Terre Haute (Cassady Rd)	Interstate-Flat	Add Lanes, Ex Align	4	4		
2	Terre Haute (Cassaday Rd. to 46)	Interstate-Pop 50-200K	Add Lanes, Ex Align	4	8		
3	Terre Haute (46) to W. Metro Indy (39)	Interstate-Flat	Add Lanes, Ex Align	4	48		
4a1	W. Metro Indy (39) to I-465	Interstate-Pop 50-200K	Add Lanes, Ex Align	4	13		
4a2	I-465 to I-465	Interstate-Pop > 1,000K	Add Lanes, Ex Align	4	16		
4a3	I-465 to E. Metro Indy (N600W)	Interstate-Pop 50-200K	Add Lanes, Ex Align	4	7		
4b	Indy Bypass	Interstate-Flat	Add Lanes, New Align	8	50		
5	E. Metro Indy (N600W) to Richmond (US-35)	Interstate-Flat	Add Lanes, Ex Align	4	53		
6	Richmond (US-35 to OH State Line)	Interstate-Pop <50K	Add Lanes, Ex Align	4	7		

Segment #	Type of GPO Interchanges	Type of Truck Access Interchanges	# of GPO Interchanges	# of Truck Interchanges	Roadway Cost	Interchange Cost	Total Segment Cost
1	Rural GPO-Reconstruction	None	2	0	$ 32,000,000	$ 30,000,000	$ 62,000,000
2	None	Urban Truck-Reconstruction	0	2	$ 112,000,000	$ 200,000,000	$ 312,000,000
3	Rural GPO-Reconstruction	Rural Truck-Reconstruction	2	3	$ 373,000,000	$ 150,000,000	$ 523,000,000
4a1	Urban GPO-Reconstruction	Urban Truck-Reconstruction	1	1	$ 181,000,000	$ 130,000,000	$ 311,000,000
4a2	Urban GPO-Reconstruction	Urban Truck-Reconstruction	8	3	$ 926,000,000	$ 540,000,000	$ 1,466,000,000
4a3	Urban GPO-Reconstruction	None	1	0	$ 98,000,000	$ 30,000,000	$ 128,000,000
4b	Rural GPO-New	Rural Truck-New	8	4	$ 1,076,000,000	$ 400,000,000	$ 1,476,000,000
5	Rural GPO-Reconstruction	Rural Truck-Reconstruction	4	3	$ 411,000,000	$ 180,000,000	$ 591,000,000
6	Urban GPO-Reconstruction	Urban Truck-Reconstruction	3	2	$ 90,000,000	$ 290,000,000	$ 380,000,000
					Cost of Weigh Stations	$ 30,000,000	
					Total Cost w\ Bypass	$ 3,374,000,000	
					Total Cost w\o Bypass	$ 3,803,000,000	

Ohio TOL Cost:

Segment #	Segment Description	Area Type	Project Type	# of Lanes	Length		
1	IN State Line to Dayton (49)	Interstate-Flat	Add Lanes, Ex Align	4	24		
2	Dayton (49 to I-675)	Interstate-Pop 50-200K	Add Lanes, Ex Align	4	20		
3	Dayton (I-675) to Springfield (US-68)	Interstate-Flat	Add Lanes, Ex Align	4	8		
4	Springfield (US-68 to US-40)	Interstate-Pop 50-200K	Add Lanes, Ex Align	4	10		
5	Springfield (US-40) to W. Metro Col. (142)	Interstate-Flat	Add Lanes, Ex Align	4	23		
6a1	W. Metro Col. (142) to I-270	Interstate-Pop 50-200K	Add Lanes, Ex Align	4	8		
6a2	I-270 to I-270	Interstate-Pop > 1,000K	Add Lanes, Ex Align	4	16		
6a3	I-270 to E. Metro Col. (310)	Interstate-Pop 50-200K	Add Lanes, Ex Align	4	9		
6b	Columbus Bypass	Interstate-Flat	Add Lanes, New Align	8	45		
7	E. Metro Col. 9310) to Zanesville (US-40)	Interstate-Flat	Add Lanes, Ex Align	4	34		
8	Zanesville (US-40 to Pleasant Grove Rd.)	Interstate-Pop <50K	Add Lanes, Ex Align	4	4		
9	Zanesville (Pleasant Grove Rd.) to WV State Line	Interstate-Flat	Add Lanes, Ex Align	4	69		

Segment #	Type of GPO Interchanges	Type of Truck Access Interchanges	# of GPO Interchanges	# of Truck Interchanges	Roadway Cost	Interchange Cost	Total Segment Cost
1	Rural GPO-Reconstruction	Rural Truck-Reconstruction	4	1	$ 306,000,000	$ 172,000,000	$ 478,000,000
2	Urban GPO-Reconstruction	Urban Truck-Reconstruction	7	2	$ 341,000,000	$ 697,000,000	$ 1,038,000,000
3	Rural GPO-Reconstruction	None	1	0	$ 102,000,000	$ 26,000,000	$ 128,000,000
4	Urban GPO-Reconstruction	Urban Truck-Reconstruction	2	2	$ 171,000,000	$ 442,000,000	$ 613,000,000
5	Rural GPO-Reconstruction	Rural Truck-Reconstruction	3	1	$ 293,000,000	$ 146,000,000	$ 439,000,000
6a1	Urban GPO-Reconstruction	Urban Truck-Reconstruction	2	1	$ 137,000,000	$ 272,000,000	$ 409,000,000
6a2	Urban GPO-Reconstruction	Urban Truck-Reconstruction	8	3	$ 1,133,000,000	$ 918,000,000	$ 2,051,000,000
6a3	Urban GPO-Reconstruction	Urban Truck-Reconstruction	2	1	$ 154,000,000	$ 272,000,000	$ 426,000,000
6b	Rural GPO-New	Rural Truck-New	4	5	$ 1,588,000,000	$ 646,000,000	$ 2,234,000,000
7	Rural GPO-Reconstruction	Rural Truck-Reconstruction	6	1	$ 433,000,000	$ 224,000,000	$ 657,000,000
8	Urban GPO-Reconstruction	Urban Truck-Reconstruction	1	1	$ 63,000,000	$ 221,000,000	$ 284,000,000
9	Rural GPO-Reconstruction	Rural Truck-Reconstruction	17	3	$ 879,000,000	$ 646,000,000	$ 1,525,000,000
					Cost of Weigh Stations	$ 45,000,000	
					Total Cost w\ Bypass	$ 7,441,000,000	
					Total Cost w\o Bypass	$ 8,093,000,000	

St. Louis, IL, & IN Interchange Costs		St. Louis, IL, & IN Roadway Costs Per Lane Mile								
			Recon Widen Lanes	Recon Pavt Only	Resurface Widen Lanes	Resurface Improve Shldr	Resurface Pavt Only	Add Lanes, New Align	Add Lanes, Ex Align	Add Lanes, Recon Ex Lanes	Add Lanes, Resurface Ex Lanes
None	$ -										
Rural GPO-New	$ 20,000,000	**Interstate-Flat**	$ 1,182,000	$ 772,000	$ 669,000	$ 325,000	$ 274,000	$ 2,106,000	$ 1,519,000	$ 1,377,000	$ 1,291,000
Rural GPO-Reconstruction	$ 15,000,000	**Interstate-Rolling**	$ 1,325,000	$ 792,000	$ 770,000	$ 376,000	$ 292,000	$ 2,665,000	$ 1,647,000	$ 1,439,000	$ 1,346,000
Urban GPO-Reconstruction	$ 30,000,000	**Interstate-Mountainous**	$ 2,512,000	$ 1,734,000	$ 1,276,000	$ 608,000	$ 432,000	$ 6,003,000	$ 5,128,000	$ 4,480,000	$ 3,611,000
None	$ -	**Other Prin Arterial-Flat**	$ 923,000	$ 618,000	$ 558,000	$ 254,000	$ 220,000	$ 1,742,000	$ 1,217,000	$ 1,096,000	$ 1,018,000
Rural Truck-New	$ 60,000,000	**Other Prin Arterial-Rolling**	$ 1,042,000	$ 635,000	$ 634,000	$ 302,000	$ 245,000	$ 2,103,000	$ 1,303,000	$ 1,151,000	$ 1,086,000
Rural Truck-Reconstruction	$ 40,000,000	**Other Prin Arterial-Mountainous**	$ 2,024,000	$ 1,430,000	$ 1,229,000	$ 421,000	$ 346,000	$ 5,297,000	$ 4,600,000	$ 4,064,000	$ 2,380,000
Urban Truck-Reconstruction	$ 100,000,000	**Min Arterial-Flat**	$ 844,000	$ 543,000	$ 520,000	$ 227,000	$ 195,000	$ 1,553,000	$ 1,106,000	$ 989,000	$ 917,000
		Min Arterial-Rolling	$ 1,019,000	$ 601,000	$ 647,000	$ 269,000	$ 210,000	$ 2,000,000	$ 1,268,000	$ 1,154,000	$ 1,049,000
		Min Arterial-Mountainous	$ 1,693,000	$ 1,110,000	$ 1,229,000	$ 421,000	$ 288,000	$ 4,660,000	$ 3,883,000	$ 3,533,000	$ 2,380,000
		Maj Collector-Flat	$ 889,000	$ 575,000	$ 537,000	$ 240,000	$ 199,000	$ 1,552,000	$ 1,149,000	$ 1,030,000	$ 956,000
		Maj Collector-Rolling	$ 973,000	$ 584,000	$ 604,000	$ 266,000	$ 211,000	$ 1,910,000	$ 1,174,000	$ 1,071,000	$ 991,000
		Maj Collector-Mountainous	$ 1,476,000	$ 914,000	$ 879,000	$ 373,000	$ 288,000	$ 3,247,000	$ 2,486,000	$ 2,268,000	$ 1,633,000
		Interstate-Pop <50K	$ 1,987,000	$ 1,376,000	$ 1,566,000	$ 395,000	$ 334,000	$ 3,360,000	$ 2,493,000	$ 2,391,000	$ 1,916,000
		Interstate-Pop 50-200K	$ 2,136,000	$ 1,388,000	$ 1,620,000	$ 476,000	$ 395,000	$ 4,529,000	$ 2,724,000	$ 2,622,000	$ 2,152,000
		Interstate-Pop 200-1,000K	$ 3,407,000	$ 2,272,000	$ 2,509,000	$ 836,000	$ 530,000	$ 6,643,000	$ 4,559,000	$ 4,479,000	$ 3,051,000
		Interstate-Pop > 1,000K	$ 7,857,000	$ 5,159,000	$ 4,869,000	$ 1,643,000	$ 878,000	$ 14,889,000	$ 11,336,000	$ 11,138,000	$ 7,354,000
		Other Prin Arterial-Pop <50K	$ 1,732,000	$ 1,169,000	$ 1,433,000	$ 342,000	$ 280,000	$ 2,649,000	$ 2,119,000	$ 2,028,000	$ 1,750,000
		Other Prin Arterial-Pop 50-200K	$ 1,853,000	$ 1,183,000	$ 1,498,000	$ 414,000	$ 331,000	$ 3,268,000	$ 2,296,000	$ 2,205,000	$ 1,950,000
		Other Prin Arterial-Pop 200-1,000K	$ 2,647,000	$ 1,734,000	$ 2,192,000	$ 683,000	$ 416,000	$ 4,486,000	$ 3,360,000	$ 3,289,000	$ 2,578,000
		Other Prin Arterial-Pop > 1,000K	$ 5,742,000	$ 3,595,000	$ 4,674,000	$ 1,345,000	$ 672,000	$ 11,377,000	$ 7,845,000	$ 7,631,000	$ 6,703,000
		Min Arterials & Coll-Pop <50K	$ 1,276,000	$ 883,000	$ 1,084,000	$ 250,000	$ 205,000	$ 1,911,000	$ 1,565,000	$ 1,485,000	$ 1,299,000
		Min Arterials & Coll-Pop 50-200K	$ 1,337,000	$ 893,000	$ 1,094,000	$ 288,000	$ 233,000	$ 2,345,000	$ 1,649,000	$ 1,569,000	$ 1,417,000
		Min Arterials & Coll-Pop 200-1,000K	$ 1,800,000	$ 1,194,000	$ 1,496,000	$ 436,000	$ 286,000	$ 3,052,000	$ 2,286,000	$ 2,223,000	$ 1,807,000
		Min Arterials & Coll-Pop > 1,000K	$ 4,531,000	$ 2,972,000	$ 2,263,000	$ 875,000	$ 476,000	$ 9,443,000	$ 7,845,000	$ 7,631,000	$ 4,844,000

Ohio Interchange Costs		Ohio Roadway Costs Per Lane Mile								
			Recon Widen Lanes	Recon Pavt Only	Resurface Widen Lanes	Resurface Improve Shldr	Resurface Pavt Only	Add Lanes, New Align	Add Lanes, Ex Align	Add Lanes, Recon Ex Lanes	Add Lanes, Resurface Ex Lanes
None	$ -										
Rural GPO-New	$ 34,000,000	**Interstate-Flat**	$ 1,940,000	$ 1,267,000	$ 1,098,000	$ 534,000	$ 450,000	$ 3,456,000	$ 2,493,000	$ 2,260,000	$ 2,119,000
Rural GPO-Reconstruction	$ 26,000,000	**Interstate-Rolling**	$ 2,175,000	$ 1,300,000	$ 1,264,000	$ 617,000	$ 480,000	$ 4,374,000	$ 2,703,000	$ 2,362,000	$ 2,209,000
Urban GPO-Reconstruction	$ 51,000,000	**Interstate-Mountainous**	$ 4,123,000	$ 2,846,000	$ 2,094,000	$ 998,000	$ 709,000	$ 9,851,000	$ 8,415,000	$ 7,352,000	$ 5,926,000
None	$ -	**Other Prin Arterial-Flat**	$ 1,515,000	$ 1,015,000	$ 916,000	$ 417,000	$ 362,000	$ 2,859,000	$ 1,998,000	$ 1,799,000	$ 1,671,000
Rural Truck-New	$ 102,000,000	**Other Prin Arterial-Rolling**	$ 1,710,000	$ 1,042,000	$ 1,041,000	$ 496,000	$ 403,000	$ 3,451,000	$ 2,139,000	$ 1,889,000	$ 1,783,000
Rural Truck-Reconstruction	$ 68,000,000	**Other Prin Arterial-Mountainous**	$ 3,322,000	$ 2,347,000	$ 2,017,000	$ 691,000	$ 568,000	$ 8,692,000	$ 7,549,000	$ 6,669,000	$ 3,906,000
Urban Truck-Reconstruction	$ 170,000,000	**Min Arterial-Flat**	$ 1,385,000	$ 892,000	$ 854,000	$ 373,000	$ 320,000	$ 2,549,000	$ 1,815,000	$ 1,623,000	$ 1,505,000
		Min Arterial-Rolling	$ 1,673,000	$ 987,000	$ 1,062,000	$ 442,000	$ 345,000	$ 3,282,000	$ 2,081,000	$ 1,894,000	$ 1,722,000
		Min Arterial-Mountainous	$ 2,779,000	$ 1,822,000	$ 2,017,000	$ 691,000	$ 473,000	$ 7,647,000	$ 6,372,000	$ 5,798,000	$ 3,906,000
		Maj Collector-Flat	$ 1,459,000	$ 944,000	$ 882,000	$ 394,000	$ 327,000	$ 2,547,000	$ 1,886,000	$ 1,691,000	$ 1,569,000
		Maj Collector-Rolling	$ 1,597,000	$ 959,000	$ 992,000	$ 437,000	$ 347,000	$ 3,135,000	$ 1,927,000	$ 1,758,000	$ 1,627,000
		Maj Collector-Mountainous	$ 2,423,000	$ 1,500,000	$ 1,443,000	$ 613,000	$ 473,000	$ 5,329,000	$ 4,080,000	$ 3,722,000	$ 2,680,000
		Interstate-Pop <50K	$ 2,431,000	$ 1,683,000	$ 1,916,000	$ 484,000	$ 409,000	$ 4,110,000	$ 3,049,000	$ 2,925,000	$ 2,344,000
		Interstate-Pop 50-200K	$ 2,613,000	$ 1,698,000	$ 1,982,000	$ 583,000	$ 484,000	$ 5,540,000	$ 3,332,000	$ 3,207,000	$ 2,632,000
		Interstate-Pop 200-1,000K	$ 4,167,000	$ 2,779,000	$ 3,069,000	$ 1,023,000	$ 649,000	$ 8,125,000	$ 5,576,000	$ 5,478,000	$ 3,732,000
		Interstate-Pop > 1,000K	$ 9,610,000	$ 6,310,000	$ 5,955,000	$ 2,010,000	$ 1,074,000	$ 18,210,000	$ 13,865,000	$ 13,623,000	$ 8,995,000
		Other Prin Arterial-Pop <50K	$ 2,119,000	$ 1,430,000	$ 1,753,000	$ 419,000	$ 343,000	$ 3,240,000	$ 2,592,000	$ 2,481,000	$ 2,141,000
		Other Prin Arterial-Pop 50-200K	$ 2,267,000	$ 1,447,000	$ 1,833,000	$ 507,000	$ 405,000	$ 3,997,000	$ 2,809,000	$ 2,697,000	$ 2,385,000
		Other Prin Arterial-Pop 200-1,000K	$ 3,238,000	$ 2,121,000	$ 2,681,000	$ 836,000	$ 509,000	$ 5,487,000	$ 4,110,000	$ 4,023,000	$ 3,153,000
		Other Prin Arterial-Pop > 1,000K	$ 7,023,000	$ 4,397,000	$ 5,717,000	$ 1,645,000	$ 822,000	$ 13,915,000	$ 9,595,000	$ 9,333,000	$ 8,198,000
		Min Arterials & Coll-Pop <50K	$ 1,561,000	$ 1,080,000	$ 1,326,000	$ 306,000	$ 251,000	$ 2,338,000	$ 1,915,000	$ 1,817,000	$ 1,589,000
		Min Arterials & Coll-Pop 50-200K	$ 1,636,000	$ 1,093,000	$ 1,338,000	$ 353,000	$ 285,000	$ 2,868,000	$ 2,017,000	$ 1,919,000	$ 1,734,000
		Min Arterials & Coll-Pop 200-1,000K	$ 2,202,000	$ 1,461,000	$ 1,830,000	$ 534,000	$ 350,000	$ 3,733,000	$ 2,796,000	$ 2,719,000	$ 2,210,000
		Min Arterials & Coll-Pop > 1,000K	$ 5,542,000	$ 3,635,000	$ 2,768,000	$ 1,071,000	$ 583,000	$ 11,549,000	$ 9,595,000	$ 9,333,000	$ 5,925,000


ENGINEERS
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